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PART I

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Atomic Energy Commission
Civil Aeronautics Board
Civil Service Commission
Coast Guard
Commerce Department
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Customs Bureau
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(As of January 1, 1965)

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(Pocket Supplement)

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(Pocket Supplement)

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(Pocket Supplement)

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Title 3—THE PRESIDENT

Executive Order 11208

REVOKING EXECUTIVE ORDERS PERTAINING TO THE PRESIDENT'S ADVISORY COUNCIL ON THE ARTS

WHEREAS the President's Advisory Council on the Arts was established by Executive Order No. 11112 of June 12, 1963; and

WHEREAS the National Council on the Arts was established by the Act of September 3, 1964 (P.L. 88–579) thereby obviating the need for the Council established by the President:

NOW, THEREFORE, by virtue of the authority vested in me as President of the United States, the following-described Executive orders are hereby revoked:

(1) Executive Order No. 11112 of June 12, 1963, entitled "Establishing the President's Advisory Council on the Arts."

(2) Executive Order No. 11124 of October 28, 1963, entitled "Enlarging the Membership of the President's Advisory Council on the Arts."

LYNDON B. JOHNSON

THE WHITE HOUSE,
March 24, 1965.

[F.R. Doc. 65-3169; Filed, Mar. 25, 1965; 9:43 a.m.]

Executive Order 11209

ESTABLISHING THE FEDERAL DEVELOPMENT COMMITTEE FOR APPALACHIA AND PRESCRIBING OTHER ARRANGEMENTS FOR COORDINATION WITH THE APPALACHIAN REGIONAL COMMISSION

WHEREAS the Congress has enacted the Appalachian Regional Development Act of 1965 (hereinafter referred to as the "Act") to provide public works and economic development programs and the planning and coordination needed to assist in the development of the Appalachian region; and

WHEREAS the Congress has found that the Appalachian Region of the United States, while abundant in natural resources and rich in potential, lags behind the rest of the Nation in its economic growth, and has declared its intention to participate in the provision of the public works needed to enable the region to better support itself; and

WHEREAS the proper discharge of Federal responsibilities to the people of the Appalachian region requires that related planning activities of the Federal Government be effectively coordinated:

NOW, THEREFORE, by virtue of the authority vested in me by the Act and as President of the United States, it is ordered as follows:

SECTION 1. *Establishment of Committee.* (a) There is hereby established the Federal Development Committee for Appalachia (hereinafter referred to as the "Committee").

(b) The Committee shall be composed of the Federal Cochairman of the Appalachian Regional Commission established by Section 101 of the Act, who shall be the Chairman of the Committee (hereinafter referred to as the "Chairman"), and nine other members, one of whom shall be designated by and represent each of the following, respectively: the Secretary of the Interior, the Secretary of Agriculture, the Secretary of Commerce, the Secretary of Labor, the Secretary of Health, Education, and Welfare, the Secretary of the Army, the Housing and Home Finance Administrator, the Director of the Office of Economic Opportunity, and the board of directors of the Tennessee Valley Authority.

(c) The Chairman may request any Federal agency head not referred to in subsection (b) of this section to designate a representative to provide the agency liaison with the Chairman on Appalachian matters and to participate in meetings of the Committee concerned with matters of substantial interest to such agency head.

SEC. 2. *Functions of the Chairman.* (1) The Chairman shall provide the effective and continuing liaison required by Section 104 of the Act between the Federal Government and the Appalachian Regional Commission (hereinafter referred to as the "Commission") and obtain a coordinated review by the interested Federal agencies and departments of plans and recommendations submitted by the Commission pursuant to Sections 102 and 103 of the Act. In carrying out this function, the Chairman shall inform the Federal agencies of matters to be taken under consideration by the Commission, including possible future recommendations of the Commission pursuant to Section 103 or 223 of the Act, and shall undertake to obtain a consensus within the Federal Government, either through the Committee or through consultation with appropriate agency representatives on the Committee, before he casts his vote on any matter as Federal Cochairman of the Commission.

(2) He shall foster surveys and studies by any appropriate Federal agency as necessary to provide data for the preparation and operation of plans and programs for the development of Appalachia.

(3) He shall receive from each appropriate Federal agency proposed plans deemed appropriate to carry out the statutory responsibilities of the agency under the Act, which plans shall be transmitted to the Commission for its information and recommendations.

SEC. 3. *Functions of the Committee.* The Committee shall:

(1) advise the Chairman with respect to (A) surveys and studies needed for the preparation of development plans pursuant to the Act, (B) relevant activities underway and proposed within their agencies, and (C) desirable development objectives and programs for the Appalachian region;

(2) review any proposed agency development plan prepared pursuant to the Act, before the proposed plan is transmitted to the Commission through the Federal Cochairman, with the objective of assuring optimum coordination among the plans of all Federal agencies; and

(3) receive, review, and comment to the Commission through the Chairman on all tentative development plans prepared by the Commission.

SEC. 4. *Responsibilities of Federal Agency Heads.* The head of each Federal agency concerned with a program and projects submitted by the Commission pursuant to Section 223 of the Act is authorized, with the concurrence of the Federal Cochairman, to exercise the powers vested in the President by that section to approve or modify any such program or projects.

SEC. 5. *Administrative Arrangements.* (a) Each Federal agency the head of which is referred to in Section 1(b) of this order shall, as may be necessary, furnish assistance to the Committee in accordance with the provisions of Section 214 of the Act of May 3, 1945 (59 Stat. 134; 31 U.S.C. 691).

(b) Each Federal agency shall, consonant with law and within the limits of available funds, cooperate with the Committee and with the Chairman in carrying out their functions under this order. Such cooperation shall include, as may be appropriate, (1) furnishing relevant available information, (2) making studies and preparing reports pursuant to requests of the Chairman, (3) in connection with the development of programs and priorities of the agency, giving full consideration to any plans and recommendations for the development of Appalachia, including recommendations made by the Committee, and (4) advising on the work of the Committee as the Chairman may from time to time request.

SEC. 6. *Construction.* Nothing in this order shall be construed as subjecting any Federal agency, or any function vested by law in, or assigned pursuant to law to, any Federal agency, to the authority of the Committee or the Chairman, or as abrogating or restricting any such function in any manner.

SEC. 7. *Prior Executive Orders.* The Federal Development Planning Committee for Appalachia, established by Executive Order No. 11186 of October 23, 1964, is hereby abolished and that order is hereby revoked. This section shall be effective on the date of the first meeting of the Commission.

LYNDON B. JOHNSON

THE WHITE HOUSE,
March 25, 1965.

[F.R. Doc. 65-3215; Filed, Mar. 25, 1965; 1:08 p.m.]

Rules and Regulations

Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 316—TEMPORARY AND INDEFINITE EMPLOYMENT

PART 330—RECRUITMENT, SELECTION, AND PLACEMENT (GENERAL)

Miscellaneous Amendments

Section 316.801 and the heading of Subpart C of Part 330, §§ 330.301, 330.302, and 330.303 are amended to provide placement assistance to displaced employees before separation actually occurs.

1. As amended, § 316.801 reads as set out below.

§ 316.801 Displacement of temporary and indefinite employees.

(a) An agency shall separate employees serving under the following types of appointments in response to a specific displacement order by the commission or to comply with the provisions of the Commission's displaced employee program:

(1) Temporary pending establishment of a register;

(2) Overseas limited of indefinite duration; and

(3) Indefinite.

(b) An agency may separate an employee serving under one of the types of appointments named in paragraph (a) of this section in order to create a vacancy for a career or career-conditional employee who has received a reduction-in-force notice or who, after declining to transfer with his function to another commuting area, has been officially notified by the employing agency that he will not be placed in another position in his competitive area.

(R.S. 1753, sec. 2, 22 Stat. 403, as amended; 5 U.S.C. 631, 633; E.O. 10577, 19 F.R. 7521, 3 CFR, 1954–1958 Comp., p. 218)

2. As amended, the heading of Subpart C of Part 330, §§ 330.301, 330.302, and 330.303 read as set out below.

Subpart C—Displaced Employee Program

§ 330.301 Acceptance of applications from displaced employees.

Subject to the time limits and other conditions published by the Commission in the Federal Personnel Manual, a career or career-conditional employee may apply for examination for any competitive position, except postmaster and rural carrier, whether the examination is open or there is an existing register or a register about to be established, when (a) the employee has received a reduction-in-force notice and the employing agency determines that he cannot be placed in another position in his competitive area or (b) the employee declines to transfer with his function to another commuting area or to accept new assignment to another commuting area, and the employing agency determines that he will not be placed in another position in his competitive area.

§ 330.302 Order of displaced employees on registers.

The Commission shall enter the names of employees applying under § 330.301 on the appropriate register at the top of the appropriate group in the order of their ratings. For professional and scientific positions in grades GS–9 and above of the Classification Act of 1949, as amended, and in comparable pay levels under other pay-fixing authorities, all eligibles are in one group. For all other positions, preference eligibles with a compensable service-connected disability of 10 percent or more are in one group and all other eligibles in another.

§ 330.303 Entry of names of displaced employees on special registers.

When there is no appropriate existing register the Commission may establish special registers containing the names of employees applying under § 330.301, together with the names of eligibles described in §§ 332.311 and 332.322 of this chapter, and use these registers for certification to fill appropriate vacancies.

(R.S. 1753, sec. 2, 22 Stat. 403, as amended; 5 U.S.C. 631, 633; E.O. 10577, 19 F.R. 7521, 3 CFR, 1954–1958 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] MARY V. WENZEL,
Executive Assistant to the Commissioners.

[F.R. Doc. 65–3098; Filed, Mar. 25, 1965; 8:47 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

SUBCHAPTER C—AIRCRAFT

[Reg. Docket No. 6539; Amdt. 25–2]

PART 25—AIRWORTHINESS STANDARDS: TRANSPORT CATEGORY AIRPLANES

Cockpit Voice Recorders

The purpose of this amendment is to revise the installation requirements for cockpit voice recorders. Under the present requirements of § 25.1457, each cockpit voice recorder is required to be installed so that it will record, among other things, the voice communications of flight crewmembers using the loudspeaker system. The communications received from the loudspeaker system together with communications received from several other sources are required to be recorded on the fourth channel of the voice recorder. At the time that these rules were adopted, it was thought that this could be accomplished through the use of a relatively simple switching arrangement. However, it has subsequently been found that the installation of the voice recorder so that it would record the required communications without a mixing of audio signals on the fourth channel, cannot be accomplished without complex switching, relay, and isolation amplifier arrangements. This would increase the complexity and the cost of the installation, with an attendant decrease in the operational reliability of the recorder. Further, such an installation could result in fragmentation of the recorded information due to switching between sources. For this reason, the Agency considers it necessary to amend the regulation to provide for the installation of the voice recorder so that it will record on the fourth channel, communications obtained from one source only. In this connection, the Agency has determined that the fourth channel should record communications from each microphone, headset, or speaker used at the stations for the third or fourth crewmembers and if the communications at such stations are picked up by another channel, then communications from any passenger cabin loudspeaker system should be recorded on that channel.

In addition to the foregoing, paragraph (b) of the regulation now requires one or more cockpit-mounted area microphones arranged to pick up continuously any voice communications by flight crewmembers when at their assigned stations on the flight deck. The purpose of this requirement is to record communications from the flight crewmembers that are directed to the first or second pilot stations. Furthermore, paragraph (c) requires that the voice recorder be installed so that the third channel records communications from the cockpit-mounted area microphone best located for recording voice communications originating at the first and second pilot stations. However, experience in the installation of voice recorders has shown that a cockpit-mounted area microphone installed so as to meet the requirements of paragraph (c) will also record the communications of the other flight crewmembers that are directed to such stations. Therefore the regulation is being amended to require the installation of only one cockpit-mounted area microphone and to require that it be located so as to best record the voice communications originating at the first and second pilot stations and the voice communications of other flight crewmembers directed to such stations.

The present regulations require that each voice recorder must be bright orange in color. However, it has been found that some of the most durable and heat-resistant finishes are yellow in color. Since yellow is also a conspicuous color, the regulation is amended to permit yellow as well as orange finish on the recorder container.

These amendments provide relief from certain voice recorder installation requirements which have subsequently been found unnecessary in the interest of safety. Therefore, in view of the scheduling requirements and the time limits established under the operating rules for the installation of these recorders, any delay in issuing these amendments would impose an undue hardship on the operators.

For the foregoing reasons, I find that notice and public procedure hereon would be unnecessary and contrary to the public interest and good cause exists for making these amendments effective on less than 30 days' notice.

These amendments are issued under the authority of sections 313(a), 601, and 603 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, and 1423).

In consideration of the foregoing, § 25.1457 of Part 25 of the Federal Aviation Regulations (14 CFR Part 25) is amended, effective March 26, 1965, as follows:

By amending paragraphs (a), (b), (c) (3) and (4), and (g) to read as follows:

§ 25.1457 Cockpit voice recorders.

(a) Each cockpit voice recorder required by the operating rules of this chapter must be approved and must be installed so that it will record the following:

(1) Voice communications transmitted from or received in the airplane by radio.

(2) Voice communications of flight crewmembers on the flight deck.

(3) Voice communications of flight crewmembers on the flight deck, using the airplane's interphone system.

(4) Voice or audio signals identifying navigation or approach aids introduced into a headset or speaker.

(5) Voice communications of flight crewmembers using the passenger loudspeaker system, if there is such a system and if the fourth channel is available in accordance with the requirements of paragraph (c)(4)(ii) of this section.

(b) The recording requirements of paragraph (a)(2) of this section must be met by installing a cockpit-mounted area microphone, located in the best position for recording voice communications originating at the first and second pilot stations and voice communications of other crewmembers on the flight deck when directed to those stations. The microphone must be so located and, if necessary, the preamplifiers and filters of the recorder must be so adjusted or supplemented, that the intelligibility of the recorded communications is as high as practicable when recorded under flight cockpit noise conditions and played back. Repeated aural or visual playback of the record may be used in evaluating intelligibility.

(c) * * *

(3) For the third channel—from the cockpit-mounted area microphone.

(4) For the fourth channel, from—

(i) Each microphone, headset, or speaker used at the stations for the third and fourth crewmembers; or

(ii) If the stations specified in subdivision (i) of this subparagraph are not required or if the signal at such a station is picked up by another channel, each microphone on the flight deck that is used with the passenger loudspeaker system, if its signals are not picked up by another channel.

* * * * *

(g) Each recorder container must be either bright orange or bright yellow.

Issued in Washington, D.C., on March 19, 1965.

N. E. HALABY,
Administrator.

[F.R. Doc. 65-3082; Filed, Mar. 25, 1965; 8:45 a.m.]

SUBCHAPTER E—AIRSPACE

[Docket No. 6540; Amdt. 71-3]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Alteration of Method of Describing Federal Airways

The purpose of this amendment is to redescribe the method used to designate the floors of Federal airways.

Section 71.5(c)(1) provides that each Federal airway includes that airspace extending upward from 700 feet (until designated from 1,200 feet or more) above the surface of the earth. Amendment 60-21 (26 F.R. 570) to Part 60 of the Civil Air Regulations, upon which Part 71 was based, stated that it was the intention of the FAA that in most cases the floors of airways would be established at least 500 feet below the minimum en route altitude and, in all cases, not below 1,200 feet above the surface.

The FAA is in the process of redescribing Federal airways in accordance with Amendment 60-21, and it is apparent that the length and complexity of these descriptions must be increased when a common floor of 700 feet above the surface for all airways is replaced with segments varying from 1,200 feet above the surface to 500 feet below the minimum en route altitude. However, to avoid unnecessarily lengthy descriptions where possible, the FAA is restating the definition of the vertical extent of Federal airways to include the following precepts:

(a) Where no altitude is designated, the floor continues to be 700 feet above the surface until a study may determine the appropriate floors in accordance with Amendment 60-21.

(b) Since floors will be described in hundred foot units above the surface (AGL), or above mean sea level (MSL) the last two ciphers of an altitude may be omitted.

The designation of an altitude will refer to the floor of an airway segment between adjoining navigational aids or intersections unless a shorter distance is specified. In that case one or more altitudes will be designated for the appropriate number of miles with the last stated altitude terminating at the next navigational aid. For example, if the floors of an airway segment between points A and B were designated at 4,800 feet above mean sea level for 30 miles, and 1,200 feet above the surface to point B, with the floor of the following segment remaining at 700 feet above the surface until otherwise determined, the airway segments would be described as . . . A; 30 mi. 48 MSL, 12 AGL B; C; . . .

Where a control area is bounded by a main airway and corresponding segments of an alternate airway, it is the intention of the FAA to designate one floor applicable to the entire area.

Since the amendment is procedural in nature and imposes no additional burden on any person, compliance with the notice and public procedure provisions of section 4 of the Administrative Procedure Act is unnecessary.

In consideration of the foregoing, § 71.5(c) of Chapter I of Title 14 of the Code of Federal Aviation Regulations is amended, effective April 26, 1965, as hereinafter set forth.

§ 71.5 Extent of Federal airways.

* * * * *

(c) Unless otherwise specified in Subpart B or C—

(1) Each Federal airway includes that airspace extending upward from 700 feet above the surface of the earth to, but not including, 18,000 feet MSL, except that Federal airways for Hawaii have no upper limits. Variations of the lower limits of an airway are expressed in digits representing hundreds of feet above the surface (AGL) or mean sea level (MSL) and, unless otherwise specified, apply to the segment of an airway between adjoining navigational aids or intersections; and

(2) The airspace of a Federal airway within the lateral limits of a transition area has a floor coincident with the floor of the transition area.

* * * * *

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Washington, D.C., on March 19, 1965.

N. E. HALABY,
Administrator.

[F.R. Doc. 65-3083; Filed, Mar. 25, 1965; 8:45 a.m.]

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

[Reg. Docket No. 6498; Amdt. 418]

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

The amendments to the standard instrument approach procedures contained herein are adopted to become effective when indicated in order to promote safety. The amended procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the complete procedure is republished in this amendment indicating the changes to the existing procedures.

As a situation exists which demands immediate action in the interests of safety in air commerce, I find that compliance with the notice and procedure provisions of the Administrative Procedure Act is impracticable and that good cause exists for making this amendment effective within less than 30 days from publication.

In view of the foregoing and pursuant to the authority delegated to me by the Administrator (24 F.R. 5662), Part 97 (14 CFR Part 97) is amended as follows:

1. By amending the following low or medium frequency range procedures prescribed in § 97.11(a) to read:

LFR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn-10	800-1	800-1	200-½
				T-dn-28	500-1	500-1	500-1½
				C-dn	600-1	600-1	600-1½
				S-dn	NA	NA	NA
				A-dn	900-2	900-2	900-2

Procedure turn S side SE crs, 120° Outbnd, 300° Inbnd, 2500′ within 10 miles.
Minimum altitude over facility on final approach crs, 700′.
Crs and distance, facility to airport, 086°—1.4 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of ANI LFR, turn left, climb to 2300′ on SW crs, 210° within 10 miles.
NOTE: Air carrier sliding scale not authorized.
CAUTION: Terrain 1000′—2.0 miles N of ANI LFR. Terrain 657′—3 miles W of ANI LFR.
MSA within 25 miles of facility: N—2700′; E—4500′; S—4700′; W—3000′.

City, Aniak; State, Alaska; Airport Name, Aniak; Elev., 86′; Fac. Class., BMRLZ; Ident., ANI; Procedure No. 1, Amdt 7; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 6; Dated, 6 Jan. 62

				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-19	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of NE crs, 009° Outbnd, 189° Inbnd, 1900′ within 10 miles.
Minimum altitude over facility on final approach crs, 800′.
Crs and distance, facility to airport, 188°—1.7 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.7 miles after passing KE LFR, climb to 1900′ on SW crs KE-LFR within 20 miles.
City, Kenai; State, Alaska; Airport Name, Kenai; Elev., 93′; Fac. Class., SBRAZ; Ident., KE; Procedure No. 1, Amdt. 11; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 10; Dated, 16 June 62

2. By amending the following automatic direction finding procedures prescribed in § 97.11(b) to read:

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn	500-1	500-1	500-1
				C-d	900-1	900-1	900-1½
				C-n	900-2	900-2	900-2
				A-dn	NA	NA	NA

Radar transitions authorized in accordance with approved patterns of Newark approach control.
Procedure turn N side of crs, 067° Outbnd, 247° Inbnd, 2300′ within 10 miles.
Minimum altitude over facility on final approach crs, 2000′.
Crs and distance, facility to airport, 247°—7.1 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 7.1 miles after passing PNJ RBn, climb to 2000′ on direct crs to Chatham RBn. Hold NE, 1-minute right turns, Inbnd crs, 241°.
MSA within 25 miles of facility: 270°–180°—2900′; 180°–270°—2100′.

City, Caldwell; State, N.J., Airport Name, Caldwell-Wright; Elev., 175′; Fac. Class., MHW; Ident., PNJ; Procedure No. 1, Amdt. Orig.; Eff. Date, 27 Mar. 65

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
LAW VOR	FSI RBn	Direct	3500	T-dn	500–1	500–1	200–½
HBR VOR	FSI RBn	Direct	4200	C-d	600–1	600–1	600–1½
				C-n	600–2	600–2	600–2
				S-d-17	600–1	600–1	600–1
				S-n-17	600–2	600–2	600–2
				A-dn	600–2	600–2	600–2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn W side of crs, 350° Outbnd, 170° Inbnd, 3000′ within 10 miles. Beyond 10 miles not authorized.
Minimum altitude over facility on final approach crs, 3000′.
Crs and distance, facility to airport 170°—7.5 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 7.5 miles after passing FSI RBn, climb to 3000′, proceed direct to LAW VOR.
NOTES: Single transmitter. Aural signal must be received at all times during approach. Authorized for military use only except by prior arrangement.
CAUTION: High terrain (Whichita Mountains) W of RBn.
MSA within 25 miles of facility: 000°–180°—2700′; 180°–360°—3500′.

City, Fort Sill; State, Okla.; Airport Name, Henry Post AAF; Elev., 1187′; Fac. Class., MHW; Ident., FSI; Procedure No. 2, Amdt. 1; Eff. Date, 27 Mar. 65; Sup. Amdt. No. Orig.; Dated, 25 Jan. 64

PROCEDURE CANCELLED, EFFECTIVE 27 MAR. 1965, OR UPON DECOMMISSIONING OF FACILITY.

City, Laramie; State, Wyo.; Airport Name, Brees Field; Elev., 7273′; Fac. Class., BH; Ident., LR; Procedure No. 1, Amdt. Orig.; Eff. Date, 31 Aug. 63

FRI VOR	MHK RBn	Direct	3000	T-dn	300–1	300–1	300–1
Volland Int	MHK RBn (final)	Direct	3000	C-d	600–1	600–1	600–1½
Ogden Int	MHK RBn	Direct	3000	C-n	800–2	800–2	800–2
				A-dn	1000–2	1000–2	1000–2
				The following minimums apply during hours 1800–0100, 0500–0600 local times.			
				C#	800–2	800–2	800–2

Procedure turn E side of crs, 118° Outbnd, 298° Inbnd, 3000′ within 10 miles.
Minimum altitude over facility on final approach crs, 2000′.
Crs and distance, facility to airport 298°—2.4 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.4 miles after passing MHK RBn, make left turn, climbing to 3000′ and return to MHK RBn.
NOTES: 1. Procedure not authorized for use 0100–0500 local time. 2. #Altimeter setting from SLN FSS 1800–0100, 0500–0600 local times. 3. Final approach from holding pattern at MHK RBn not authorized. Procedure turn required.
CAUTION: Restricted area 1.5 miles W of airport.
MSA within 25 miles of facility: 000°–360°—2800′.

City, Manhattan; State, Kans.; Airport Name, Manhattan Municipal; Elev., 1060′; Fac. Class., MHW; Ident., MHK; Procedure No. 1, Amdt. 1; Eff. Date, 27 Mar. 65; Sup. Amdt. No. Orig.; Dated, 29 Aug. 64

MEM VOR	LOM	Direct	1900	T-dn#	500–1	500–1	200–½
Independence Int	LOM	Direct	1900	C-dn	500–1	500–1	500–1½
Coldwater Int	LOM	Direct	1900	S-dn–35	500–1	500–1	500–1
Walls Int	LOM	Direct	1900	A-dn	500–2	500–2	500–2
Porter Int	LOM	Direct	1900	If aircraft is equipped with operating ADF and VOR receivers and Hess Int identified, the following minimums are authorized:			
				S-dn–35	400–1	400–1	400–1

Radar vectoring authorized in accordance with approved patterns.
Procedure turn E side of crs, 174° Outbnd, 354° Inbnd, 1900′ within 10 miles.
Minimum altitude over facility on final approach crs, 1700′.
Crs and distance, facility to airport, 354°—4.7 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.7 miles after passing TS LOM, climb to 2500′ on crs of 354° within 15 miles or, when directed by ATC, turn left, climb to 1800′ on R–271 MEM–VOR within 15 miles.
#Air Carrier Note: Takeoff with less than 200–½ not authorized on Runway 14–32.
MSA within 25 miles of facility: 000°–090°—2400′; 090°–180°—1700′; 180°–270°—1600′; 270°–360°—1800′.

City, Memphis; State, Tenn.; Airport Name, Memphis Metropolitan; Elev., 331′; Fac. Class., LOM; Ident., TS; Procedure No. 2, Amdt. 5; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 4; Dated, 6 Feb. 65

Manchester VOR	Nashua RBn	267°—10.1 miles	3000	T-d	300–1	300–1	NA
				C-d	600–1	600–1	NA
				If weather service available:			
				A-d	800–2	800–2	NA

Procedure turn N side of crs, 333° Outbnd, 153° Inbnd, 2800′ within 10 miles.
Minimum altitude over facility on final approach crs, 1800′.
Crs and distance, facility to airport, 137°—3.9 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles after passing AMH RBn (or crossing R–247 MHT VOR on final approach), make left-climbing turn to 2800′; return to the AMH RBn. Hold NW, 1-minute, right turns, 153° Inbnd.
NOTE: Procedure turn to the N due high terrain S and W.
MSA within 25 miles of facility: 000°–090°—2500′; 090°–180°—1800′; 180°–270°—3000′; 270°–360°—4200′.

City, Nashua; State, N.H.; Airport Name, Boire Field; Elev., 193′; Fac. Class., MHW; Ident., AMH; Procedure No. 2, Amdt. Orig.; Eff. Date, 27 Mar. 65

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Liberty VHF Int	Prospect VHF Int	Via Radar vectors to JFK VOR R-270 and 044° bearing to LG LOM.	2500	T-dn	300-1	300-1	200-½
				C-dn	700-1	700-2	700-2
				S-dn-4	800-1	800-1	800-1
				A-dn	800-2	800-2	800-2
Prospect VHF Int	LG LOM (final)	Via LGA VOR R-221.%	1300				
LGA-VOR	LG LOM	Direct	2500				

Radar transitions authorized in accordance with approved radar patterns.
Procedure turn S side of crs, 224° Outbnd, 044° Inbnd, 2500′ S of Prospect Int within 10 miles of LG LOM.#
Minimum altitude over facility on final approach crs, 1300′.
Crs and distance, facility to airport, 044°—3.9 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles after passing LG LOM, climb to 2500′ on crs 043° to UR LOM. Hold UR LOM right turns, 1-minute, 043° Inbnd.
AIR CARRIER NOTE: Adjustment of alternate ceiling and visibility minimums not authorized.
CAUTION: (1) Standard clearance not provided over obstructions in final approach area and in missed approach area. (2) Unlighted obstructions in approach zone (Runway 4) protruding 40′ above lights at beginning of approach light lane decreasing to 10′ above lights at 1100′ from approach end of runway. (3) Tower 415′—3.8 miles S W; tower 390′—3.5 miles S W; building 968′—6.7 miles S W.
#Maintain 2500′ Inbnd on final approach crs until crossing Prospect Int.
%LGA-VOR R-221 must be monitored on ADF approach until passing LG LOM.
Other change: Deletes note regarding takeoff minimums.
MSA within 25 miles of facility: 045°–225°—1600′; 225°–315°—2600′; 315°–045°—2200′.

City, New York; State, N.Y.; Airport Name, La Guardia; Elev., 21′; Fac. Class., LOM; Ident., LG; Procedure No. 1, Amdt. 23; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 22; Dated, 2 Apr. 64

Scarsdale Int	UR LOM (final)	Direct	1500	T-dn	300-1	300-1	200-½
				C-dn	700-1	700-2	700-2
				S-dn-22*	800-1	800-1	800-1
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn N side of crs, 044° Outbnd, 224° Inbnd, 2000′ within 10 miles.
Minimum altitude over facility on final approach crs, 1500′.
Crs and distance, LOM to airport, 224°—6.0 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.0 miles after passing UR LOM, climb to 2500′ on crs 224° to Prospect Int. Hold SW, 1-minute left turns, Inbnd crs, 041°.
AIR CARRIER NOTE: (1) Sliding scale not authorized for landings. (2) Adjustment of alternate ceiling and visibility minimums not authorized.
CAUTION: Standard clearance not provided over obstructions in final approach area. Tank 422′ 1.7 miles N of airport.
Other change: Deletes note regarding takeoff minimums.
*Do not descend below 1000′ until passing Castle FM.
MSA within 25 miles of facility: 045°–225°—1600′; 225°–045°—2600′.

City, New York; State, N.Y.; Airport Name, La Guardia; Elev., 21′; Fac. Class., LOM; Ident., UR; Procedure No. 2, Amdt. 2; Eff. Date, 27 Mar. 67; Sup. Amdt. No. 1; Dated, 15 Feb. 64

Highland Int	GP LOM (final)	Direct	3000	T-dn	300-1	300-1	200-½
Imperial VOR*	GP LOM	Direct	3000	C-dn	500-1	500-1	500-1½
Allegheny VOR*	Highland Int	Direct	3000	S-dn-28L	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn N side of crs, 097° Outbnd, 277° Inbnd, 3000′ within 10 miles of GP LOM.
Minimum altitude over facility on final approach crs, 3000′.
Crs and distance, facility to airport, 277°—5.6 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.6 miles after passing GP LOM, climb to 3000′ on 282° crs to Creek RBn. Hold W, right turns, 1-minute, 097° Inbnd.
CAUTION: Runway 28R approach: Fluorescent street lighting aligned with Runway 28R and terminating approximately ¾ mile from runway, can be mistaken for runway lights.
*Transition from IRL VOR and AGC VOR require holding pattern entry during nonradar operation.
MSA within 25 miles of facility: 000°–270°—3100′; 270°–360°—2800′.

City, Pittsburgh; State, Pa.; Airport Name, Greater Pittsburgh; Elev., 1203′; Fac. Class., LOM; Ident., GP; Procedure No. 1, Amdt. 6; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 5; Dated, 23 Jan. 65

PROCEDURE CANCELLED, EFFECTIVE 27 MAR. 1965.

City, Pittsburgh; State, Pa.; Airport Name, Greater Pittsburgh; Elev., 1203′; Fac. Class., MHW; Ident., GHW; Procedure No. 2, Amdt. 7; Eff. Date, 23 Jan. 65; Sup. Amdt. No. 6; Dated, 6 July 63

Hookstown Int	Creek RBn (final)	Direct	2700	T-dn	300-1	300-1	200-½
Spring Int	Creek RBn (final)	Direct	2700	C-d	500-1	500-1	500-1½
Wheeling VOR	Creek RBn	Direct	3000	C-n	500-2	500-2	500-2
Imperial VOR	Creek RBn	Direct	3000	S-d-10L	700-1	500-1	500-1
				S-n-10L	800-2	800-2	700-2
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn S side of crs, 277° Outbnd, 097° Inbnd, 3000′ within 10 miles.
Minimum altitude over facility on final approach crs, 2700′.
Crs and distance, facility to airport, 097°—6.9 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.9 miles after passing Creek RBn, climb to 3000′ on 102° crs to the GP LOM. Hold E, 1-minute right turns, 277° Inbnd.
MSA within 25 miles of the facility: 000°–090°—2900′; 090°–180°—3100′; 180°–270°—3100′; 270°–360°—2600′.

City, Pittsburgh; State, Pa.; Airport Name, Greater Pittsburgh; Elev., 1203′; Fac. Class., MHW; Ident., CRK; Procedure No. 3, Amdt. Orig.; Eff. Date, 27 Mar. 65

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Highland Int	GP LOM (final)	Direct	3000	T-dn	500-1	500-1	200-½
Ellwood City VOR R-153°	Highland Int	Direct	3000	C-d	500-1	500-1	500-1½
Allegheny VOR*	Highland Int	Direct	3000	C-n	500-2	500-2	500-2
Wheeling VOR	Imperial VOR	Direct	3000	S-d-28R	500-1	500-1	500-1
Imperial VOR*	Highland Int	Direct	3000	S-n-28R	500-2	500-2	500-2
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn N side of crs, 103° Outbnd, 283° Inbnd, 3000′ within 10 miles.
Minimum altitude over facility on final approach crs, 3000′.
Crs and distance, facility to airport, 283°—6.9 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.9 miles after passing GP LOM, climb to 3000′ on 277° crs to Creek RBn. Hold W, 1-minute right turns, 097° Inbnd.
CAUTION: Fluorescent street lighting, aligned with Runway 28R and terminating approximately ¾ mile from runway end, can be mistaken for runway lights.
*Transitions from IRL VOR, AGC VOR, and EWC VOR require holding pattern entry during nonradar operation.
MSA within 25 miles of facility: 000°–270°—3100′; 270°–360°—2800′.

City, Pittsburgh; State, Pa.; Airport Name, Greater Pittsburgh; Elev., 1203′; Fac. Class., LOM; Ident., GP; Procedure No. 4, Amdt. 3; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 2; Dated, 23 Jan. 65

Berlin RBn	Whitefield RBn	Direct	7800	T-d	1800-2	1800-2	1500-2
Cascade Int	Whitefield RBn	Direct	7800	C-d	2700-2	2700-2	2700-2
				A-d	NA	NA	NA

Procedure turn N side of crs, 265° Outbnd, 085° Inbnd, 3900′ within 10 miles.
Minimum altitude over facility of final approach crs, 3700′.
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of HIE RBn, make an immediate left-climbing turn to 7800′ in holding pattern. Hold W of HIE RBn, 085° Inbnd, 1-minute left turns N side of crs.
NOTES: (1) Facility must be monitored aurally during this procedure. (2) Nonstandard procedure turn and nonstandard holding pattern to avoid high terrain to the S.
Climb-out procedure: Climb W of facility, shuttle on crs of 265° Outbnd, 085° Inbnd from facility within 10 miles, all turns to N of crs, proceed on crs after reaching 7800′.
MSA within 25 miles of facility: 000°–360°—7400′.

City, Whitefield; State, N.H.; Airport Name, Whitefield Municipal; Elev., 1049′; Fac. Class., MHW; Ident., HIE; Procedure No. 1, Amdt. 1; Eff. Date, 27 Mar. 65; Sup. Amdt. No. Orig.; Dated, 2 Dec. 61

ICT VOR	LOM	Direct	2700	T-dn	500-1	500-1	500-1
Conway Int	LOM	Direct	2900	C-dn	400-1	400-1	500-1½
Mayfield Int	Anson Int *	Direct	3000	S-dn-1	400-1	400-1	400-1
Anson Int *	LOM (final)	Direct	2600	A-dn	800-2	800-2	800-2
Mayfield Int	LOM	Direct	3000				

Radar vectoring to final approach crs authorized in accordance with approved patterns.
Procedure turn W side of crs, 190° Outbnd, 010° Inbnd, 2700′ within 10 miles. (Nonstandard to avoid McConnell AFB.)
Minimum altitude over facility on final approach crs, 2600′.
Crs and distance, facility to airport, 010°— 4.1 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.1 miles after passing IC LOM, make left turn, climb to 3400′ proceeding Outbnd on R-216 ICT VOR within 20 miles or, when directed by ATC, climb to 3400′ on 010° bearing from IC LOM, intercept R-027 ICT VOR and proceed to White Water Int.
NOTE: Aircraft executing missed approach may be radar controlled after being reidentified.
CAUTION: Simultaneous approaches being conducted on McConnell AFB. 2444′ tower 8.4 miles NNW of airport.
*Radar identification of Anson Int required; otherwise procedure turn will be executed.
MSA within 25 miles of facility: 000°–090°—3400′; 090°–180°—2600′; 180°–270°—2700′; 270°–360°—3400′.

City, Wichita; State, Kans.; Airport Name, Wichita Municipal; Elev., 1332′; Fac. Class., LOM; Ident., IC; Procedure No. 1, Amdt. 7; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 6; Dated, 30 Apr. 64

Chardon VOR	Lost Nation RBn	Direct	3000	T-dn	500-1	500-1	500-1
Mentor Int	Lost Nation RBn	Direct	3000	C-dn *	600-1	600-1	600-1½
Fairport Int	Lost Nation RBn	Direct	3000	S-dn-27 *	500-1	500-1	500-1
				A-dn	NA	NA	NA

Radar transitions and vectoring authorized in accordance with approved radar patterns.
Procedure turn N side of crs, 092° Outbnd, 272° Inbnd, 3000′ within 10 miles of Falstaff Int.
Minimum altitude over Falstaff Int on final approach crs, 1800′.
Crs and distance, Falstaff Int to airport, 272°—4.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.3 miles of Falstaff Int, climb to 3000′ on crs of 272° within 10 miles and return to LNN RBn and hold W 092° Inbnd.
NOTES: (1) Voice communications and weather on 112.8 available 24 hours a day. Contact Cleveland approach control for ATC. (2) Facility owned and operated by Lost Nation Airport.
CAUTION: Stack 920′—1.7 miles of WSW of airport. High lines along E boundary of airport.
Other changes: Deletes transition from Perry RBn. Deletes runway lights note.
* Authorized only for aircraft equipped to receive ADF and VOR simultaneously. If Chardon VOR not received, 1200–1 minimums will apply.
MSA within 25 miles of facility: 000°–090°—2300′; 090°–180°—2600′; 180°–270°—3000′; 270°–360°—1600′.

City, Willoughby; State, Ohio; Airport Name, Lost Nation; Elev., 626′; Fac. Class., MHW; Ident., LNN; Procedure No. 1, Amdt. 4; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 3; Dated, 14 Dec. 61

Mentor Int	Lost Nation RBn	Direct	3000	T-dn	800-1	800-1	800-1
Chardon VOR	Lost Nation RBn	Direct	3000	C-dn	800-1	800-1	800-1½
Fairport Int	Lost Nation RBn	Direct	3000	A-dn	NA	NA	NA

Radar transitions and vectoring authorized in accordance with approved radar patterns.
Procedure turn N side of crs, 272° Outbnd, 092° Inbnd, 3000′ within 10 miles. Nonstandard due to ATC.
Minimum altitude over facility on final approach crs, 1400′.
Facility located on the airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of LNN RBn, make left-climbing turn to 3000′, return to RBn, hold W, 092° Inbnd.
CAUTION: Stack 920′—1.7 miles WSW of airport. High lines along E boundary of airport.
NOTES: (1) Voice communications and weather on 122.8 available 24 hours a day. Contact Cleveland approach control for ATC. (2) Facility owned and operated by Lost Nation Airport.
Other changes: Deletes transition from Perry RBn. Deletes runway lights note.
MSA within 25 miles of facility: 000°–090°—2300′; 090°–180°—2600′; 180°–270°—3000′; 270°–360°—1600′.

City, Willoughby; State, Ohio; Airport Name, Lost Nation; Elev., 626′; Fac. Class., MHW; Ident., LNN; Procedure No. 2, Amdt. 2; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 1; Dated, 14 Dec. 61

3. By amending the following very high frequency omnirange (VOR) procedures prescribed in § 97.11(c) to read:

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 55 knots
					55 knots or less	More than 55 knots	
KE LFR	ENA VOR	Direct	1600	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-19	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 006° Outbnd, 186° Inbnd, 1900′ within 10 miles.
Minimum altitude over facility on final approach crs, 900′.
Crs and distance, facility to airport, 186°—2.8 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.8 miles after passing ENA VOR climb to 1900′ on R-186 within 20 miles.
MSA within 25 miles of facility: 000°-090°—1500′; 090°-180°—2800′; 180°-270°—1300′; 270°-360°—1400′.

City, Kenai; State, Alaska; Airport Name, Kenai Airport; Elev., 93′; Fac. Class., BVOR; Ident., ENA; Procedure No. 1, Amdt. 2; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 1; Dated, 31 Mar. 62

JAN RBn	JAN VOR	Direct	1900	T-dn	300-1	300-1	NA
				C-dn	600-1	600-1	NA
				A-dn*	NA	NA	NA

Procedure turn W side of crs, 315° Outbnd, 135° Inbnd, 1900′ within 10 miles.
Minimum altitude over facility on final approach crs, 1900′.
Crs and distance, facility to airport, 135°—5.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.3 miles after passing JAN VOR, climb to 2500′ on R-135 within 20 miles or, when directed by ATC, turn left, climb to 1900′, and return direct to JAN VOR.
NOTES: Aircraft will cancel IFR with JAN approach control prior to landing and upon reaching visual flight conditions. Aircraft will not take off without prior ATC approval.
MSA within 25 miles of facility: 000°-090°—1700′; 090°-180°—1700′; 180°-270°—3000′; 270°-360°—1700′.
*Nearest weather observation at Jackson Airport.

City, Madison; State, Miss.; Airport Name, Bruce Campbell Field; Elev., 324′; Fac. Class., BVORTAC; Ident., JAN; Procedure No. 1, Amdt. 1; Eff. Date, 27 Mar. 65; Sup. Amdt. No. Orig.; Dated, 27 July 63

				T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	500-1½
				S-dn-14#	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 310° Outbnd, 130° Inbnd, 2700′ within 10 miles.
Minimum altitude over facility on final approach crs, 2300′.
Crs and distance, facility to airport, 130°—3.6 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.6 miles after passing Mansfield VOR, make left-climbing turn to 2700′, proceed to Mansfield VOR. Hold NW Mansfield VOR, right turns, 1 minute, 130° Inbnd.
#400-¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.
MSA within 25 miles of facility: 000°-090°—2300′; 090°-270°—2700′; 270°-360°—2200′.

City, Mansfield; State, Ohio; Airport Name, Mansfield Municipal; Elev., 1297′; Fac. Class., BVORTAC; Ident., MFD; Procedure No. 1, Amdt. 3; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 2; Dated, 26 Oct. 63

				T-d	400-1	400-1	NA
				C-d	700-1	700-1	NA
				A-d	800-2	800-2	NA

Radar vectors authorized in accordance with Stewart approved radar patterns.
Procedure turn N side of crs, 090° Outbnd, 270° Inbnd, 3100′ within 10 miles.
Minimum altitude over facility on final approach crs, 3100′.
Crs and distance, facility to airport 284°—7.0 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 7.0 miles after passing SWF VOR, climb on crs, 284° to 2500′ within 10 miles, then make right-climbing turn, proceed direct to SWF VOR at 3100′. Hold E on R-090, 1-minute left turns, Inbnd crs, 270°.
MSA within 25 miles of the facility: 000°-090°—3600′; 090°-270°—2900′; 270°-360°—4000′.

City, Montgomery; State, N.Y.; Airport Name, Orange County; Elev., 361′; Fac. Class., VOR; Ident., SWF; Procedure No. 1, Amdt. 1; Eff. Date, 27 Mar. 65; Sup. Amdt. No. Orig.; Dated, 23 Jan. 65

Scarsdale VHF Int	Randall Int	Direct	1900	T-dn	300-1	300-1	200-½
Randall Int	LGA VOR (final)	Direct	*700	C-dn	700-1	700-1	700-1
				A-dn	800-2	800-2	800-2

Procedure turn not authorized. Final approach crs, 226°.
Minimum altitude over facility on final approach crs, 700′.
Crs and distance, facility to airport, 178°—0.4 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.4 mile after passing LGA VOR, climb to 2500′ on LGA VOR R-221 to Prospect Int. Hold SW Prospect Int left turns, 1-minute Inbnd, crs, 041°.
AIR CARRIER NOTE: Adjustment of alternate ceiling and visibility minimums not authorized.
NOTES: 1. Radar vectors may be substituted for the above transitions. 2. Dual VOR equipment required for execution of this procedure.
Other change: Deletes note regarding takeoff minimums and Air Carrier Note regarding sliding scale not applicable to circling minimums.
*Descent to landing minimums authorized only after passing Randall VHF Int.
MSA within 25 miles of facility: 045°-225°—1600′; 225°-315°—2600′; 315°-045°—2200′.

City, New York; State, N.Y.; Airport Name, La Guardia; Elev., 21′; Fac. Class., L-VOR; Ident., LGA; Procedure No. 1, Amdt. 4; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 3; Dated, 2 Apr. 64

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Liberty VHF Int	Int LGA R-221 and JFK R-270	Via radar vectors to IDL R-270.	2500	T-dn	300-1	300-1	200-½
				C-dn	700-1	700-2	700-2
Keansburg VHF Int	Prospect VHF Int	Direct	2500	A-dn	800-2	800-2	800-2
Int LGA R-221 and JFK R-270	Prospect VHF Int	Direct	2500				
Prospect VHF Int	Diamond Int	Direct	*1200				
Diamond Int	LGA VOR (final)	Direct	700				

Procedure turn not authorized. Final approach crs, 041°.
Minimum altitude over Diamond Int on final approach, 1200′.
Crs and distance, Diamond Int to VOR, 041°—5.0 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing LGA VOR, climb to 4000′ on LGA VOR R-046 to Stamford Int. Cross Scarsdale Int at 3000′ or above. Hold NE Stamford Int, 1-minute left turns, Inbnd crs, 226°.
AIR CARRIER NOTE: Adjustment of alternate ceiling and visibility minimums not authorized.
NOTES: 1. Radar vectors may be substituted for the above transitions. 2. Dual VOR equipment required for execution of this procedure.
Other change: Deletes note regarding takeoff minimums and Air Carrier Note regarding sliding scale not applicable to circling minimums.
*Descent to landing minimums authorized only after passing Diamond VHF Int.
MSA within 25 miles of facility: 045°-225°—1600′; 225°-315°—2600′; 315°-045°—2200′.

City, New York; State, N.Y.; Airport Name, La Guardia; Elev., 21′; Fac. Class., L-VOR; Ident., LGA; Procedure No. 2, Amdt. 4; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 3; Dated, 2 Apr. 64

				T-dn*	300-1	300-1	200-½
				C-d	700-1	700-1	700-1½
				C-n	700-2	700-2	700-2
				A-dn**	800-2	800-2	800-2
				After passing Butler Int, or the 4.6-mile DME Fix, the following minimums apply:			
				C-dn	400-1	500-1	500-1½

Radar vectoring authorized in accordance with approved patterns utilizing Burlington Radar.
Procedure turn N side of crs, 048° Outbnd, 228° Inbnd, 2100′ within 10 miles.
Minimum altitude over facility on final approach crs, 2100′.
Crs and distance, facility to airport, 228°—8.3 miles; Butler Int to airport, 228°—3.7 miles.
If visual contact not established upon descent to authrolzed landing minimums or if landing not accomplished within 8.3 miles after passing PLB VOR (or 3.7 miles after passing Butler Int), make a left-climbing turn and return to Plattsburgh VOR at 2100′. Hold NE of PLB VOR on R-048, 1-minute right turns, 228° Inbnd crs.
*300-1 required for takeoff Runway 1.
**Alternate weather minimums of 800-2 authorized for those who have an approved arrangement for weather service at the airport.
MSA within 25 miles of facility: 000°-090°—2500′; 090°-180°—3000′; 180°-270°—5000′; 270°-360°—4500′.

City, Plattsburgh; State, N.Y.; Airport Name, Plattsburgh Municipal; Elev., 371′; Fac. Class., BVORTAC; Ident., PLB; Procedure No. 1, Amdt. 8; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 7; Dated, 18 Apr. 64

ICT VOR	Beech Int	Via ICT VOR R-093	2900	T-d	300-1	300-1	NA
				C-d	500-1½	500-1½	NA
				A-dn	NA	NA	NA

Radar vectoring to final approach crs authorized in accordance with approved patterns.
Procedure turn N side of crs, 093° Outbnd, 273° Inbnd, 2900′ within 10 miles of Beech Int.
Minimum altitude over Beech Int on final approach crs, 2900′.
Crs and distance, Beech Int to airport, 273°—3.5 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.5 miles after passing Beech Int, make right-climbing turn to 3100′ heading 000° to intercept ICT VOR R-051, proceed to DeGraff Int.
NOTES: (1) Airport attended Monday through Friday, daylight hours only. (2) No runway lights. (3) Aircraft executing missed approach may be radar controlled after being reidentified. (4) Procedure not authorized when radar is not available. (5) Radar identification of Beech Int required.

City, Wichita; State, Kans.; Airport Name, Beech Factory; Elev., 1387′; Fac. Class., BVORTAC; Ident., ICT; Procedure No. 1, Amdt. 2; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 1; Dated, 30 Apr. 64

4. By amending the following terminal very high frequency omnirange (TerVOR) procedures prescribed in § 97.13 to read:

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Whitman VOR	BOS-VOR	Direct	2000	T-dn*	300-1	300-1	200-½
				C-dn**	700-1	700-1	700-1½
				A-dn	800-2	800-2	800-2
				After passing 5 mile DME Fix on BOS VOR R-016 the following minimums apply: #			
				C-dn**	600-1	600-1	600-1½
				S-dn-22L	600-1	600-1	600-1

Radar vectoring authorized in accordance with approved patterns.
Procedure turn W side of crs, 016° Outbnd, 196° Inbnd, 1800′ within 10 miles.
#Maintain 1200′ until passing the 5-mile DME or Radar Fix.
Minimum altitude over facility on final approach crs, 600′.
Facility on airport. Crs. and distance, breakoff point to approach end of Runway 22L, 215°—0.9 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing BOS VOR, make left-climbing turn to 2000′ on BOS VOR R-148 to Cohasset Int. Hold SE of Cohasset Int on R-148, right turns, 1 minute.
CAUTION: 370′ stack 1.2 miles SW, 505′ building 1.4 miles W, 772′ building 3.1 miles W, 1349′ antennas 10.5 miles W of airport boundary.
MSA within 25 miles of facility: 000°–180°—1500′; 180°–360°—2300′.
*Departures from Runway 27 make left turn to crs 260° as soon as practicable after takeoff.
**No circling W of airport authorized from centerline extended Runway 4L to centerline extended Runway 15 when ceiling is less than 800′.
#Radar fix may be substituted for 5-mile DME Fix.

City, Boston; State, Mass; Airport Name, General Edward Lawrence Logan International; Elev., 19′; Fac. Class., BVORTAC; Ident., BOS; Procedure No. TerVOR-22L, Amdt. 4; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 3; Dated, 17 Aug. 63

Bedford MHW	BOS VOR	Direct	3000	T-dn*	300-1	300-1	200-½
				C-dn**	600-1	600-1	600-1½
				S-dn-27	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2
				After passing 5-mile DME Fix on BOS VOR R-086 the following minimums apply:			
				S-dn-27	500-1	500-1	500-1

Radar vectoring authorized in accordance with approved patterns.
Procedure turn N side of crs, 086° Outbnd, 266° Inbnd, 1500′ within 10 miles.
Minimum altitude over facility on final approach crs, 600′.
Facility on airport; Breakoff point to Runway 27, 272°—0.52 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing BOS VOR, make left-climbing turn to 2000′ on BOS VOR R-148 to Cohasset Int. Hold SE of Cohasset Int on R-148, right turns, 1 minute.
CAUTION: 370′ stack 1.2 miles SW, 505′ building 1.4 miles W, 772′ building 3.1 miles W, 1349′ antennas 10.5 miles W of airport boundary.
*Departures from Runway 27 make left turn to crs 260° as soon as practicable after takeoff.
**No circling W of airport authorized from centerline extended Runway 4L clockwise to centerline extended Runway 15 when ceiling is less than 800′.
MSA within 25 miles of facility: 000°–180°—1500′; 180°–360°—2300′.

City, Boston; State, Mass.; Airport Name, General Edward Lawrence Logan International; Elev., 19′; Fac. Class., BVOR; Ident., BOS; Procedure No. Ter VOR-27, Amdt. 4; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 3; Dated, 17 Aug. 63

Fayetteville VOR	Simmons VOR	Direct	2000	T-dn	500-1	500-1	200-½
Pope VOR	Simmons VOR	Direct	2000	C-dn	400-1	500-1	500-1½
Pope HW	Simmons VOR	Direct	2000	S-dn-27	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar terminal transition altitude 2500′ within 15 miles of Simmons AAF. (Raleigh approach control.)
Procedure turn N side of crs, 089° Outbnd, 269° Inbnd, 1700′ within 10 miles.
Minimum altitude over facility on final approach crs, 700′.
Crs and distance, facility to airport, 269°—0.6 mile (considered on airport).
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, turn left, climb to 2000′ and proceed direct to FAY-VOR.
NOTE: Authorized for military use only, except by prior arrangement.
Other change: Deletes transition from Fayetteville-MHW.
MSA within 25 miles of facility: 000°–180°—1500′; 180°–270°—1700′; 270°–360°—1800′.

City, Fort Bragg; State, N.C.; Airport Name, Simmons AAF; Elev., 235′; Fac. Class., VOR; Ident., FBG; Procedure No. TerVOR-27, Amdt. 1; Eff. Date, 27 Mar. 65; Sup. Amdt. No. Orig.; Dated, 5 Aug. 61

GRI VOR	HSI VOR	Direct	3700	T-dn	300-1	300-1	300-1
				C-dn*	600-1	600-1	600-1½
				S-dn-32	600-1	600-1	600-1
				A-dn#	800-2	800-2	800-2

Procedure turn E side of crs, 134° Outbnd, 314° Inbnd 3500′ within 10 miles.
Minimum altitude over facility on final approach crs, 2560′.
Facility on airport. Breakoff point to Runway 32, 320°—1.0 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing HSI VOR, climb to 3700′ on R-327 within 15 miles, make left turn and return to HSI VOR.
NOTE: When IFR flight planned to N, NW, or NE, maintain runway heading 140°-320° (as appropriate) until reaching 3700′ before departing on crs.
CAUTION: 2707′ tower 2.8 miles NNE of airport.
*Lights operating on Runway 14-32 only.
#Alternate minimums authorized only during hours control zone effective.
Altimeter setting from GRI FSS.
MSA within 25 miles of facility: 315°–225°—3700′; 225°–315°—4200′.

City, Hastings; State, Nebr.; Airport Name, Municipal; Elev., 1994′; Fac. Class., T-BVOR; Ident., HSI; Procedure No. TerVOR-32, Amdt. Orig.; Eff. Date, 27 Mar. 65

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Bridgeport VOR	HVN VOR	Direct	2000	T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				S-dn-1	500-1	500-1	500-1
				A-dn	NA	NA	NA
				If Branford Int received, the following minimums apply:*			
				S-dn-1	400-1	400-1	400-1

Procedure turn E side of crs, 205° Outbnd, 025° Inbnd, 1600′ within 10 miles.
Minimum altitude over facility on final approach, 500′ (400′ if Branford Int received).*
Crs and distance, breakoff point to approach end of runway, 016°—0.4 mile.
Crs and distance, Branford Int to airport, 025°—5.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of HVN VOR, climb on R-025 to 1500′ within 5 miles then make left-climbing turn to 1900′. Proceed direct to HVN-VOR. Hold NE HVN-VOR R-025 1-minute left turns, Inbnd crs, 205°.
NOTES: Weather reporting by U.S. Weather Bureau 0700 to 1700 local time. No tower communication at airport. Contact Westchester approach control for ATC clearance. Medium intensity runway lights on all runways available upon prior request to airport manager.
MSA within 25 miles of facility: 270°–090°—2100′; 090°–270°—1600′.

City, New Haven; State, Conn.; Airport Name, Tweed-New Haven; Elev., 15′; Fac. Class., T-BVOR; Ident., HVN; Procedure No. TerVOR, Amdt. 5; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 4; Dated, 14 Mar. 64

HLG VOR	IRL VOR	Direct	3000	T-dn	300-1	300-1	200-½
AGC VOR	IRL VOR	Direct	3000	C-dn#	600-1	600-1	600-1½
				S-dn-32#	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2
				If radar fix is received, the following minimums apply:#			
				C-dn	500-1	500-1	500-1½
				S-dn-32##	400-1	400-1	400-1

Radar vectoring authorized in accordance with approved patterns.
Procedure turn N side of crs, 122° Outbnd, 302° Inbnd, 3000′ within 10 miles of IRL VOR.
Minimum altitude over radar fix* on final approach crs, 1800′; over IRL VOR, 1600′ if radar fix received.
Facility on airport. Breakoff point to Runway 32, 320°—1 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing IRL VOR, make left-climbing turn to 3000′, proceeding to Creek RBn. Hold W, 1-minute right turns, 097° Inbnd.
CAUTION: Descent below procedure turn altitude not authorized until established on final approach crs Inbnd within 9 miles of facility. 2042′ radio tower 9.9 miles ENE of facility and 1616′ radio tower 9.8 miles E of facility at outer edge of final approach area.
*Radar fix is the IRL R-122 at 5 miles from radar antenna.
#400-¾ authorized, except for 4-engine turbojet aircraft, with operative REIL.
MSA within 25 miles of facility: 000°–270°—3100′; 270°–360°—2800′.

City, Pittsburgh; State, Pa.; Airport Name, Greater Pittsburgh; Elev., 1203′; Fac. Class., BVORTAC; Ident., IRL; Procedure No. TerVOR-32, Amdt. 2; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 1; Dated, 23 Jan. 65

5. By amending the following very high frequency omnir ange-distance measuring equipment (VOR/DME) procedures prescribed in § 97.15 to read:

VOR/DME STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.
If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
12-mile DME fix R-328	8-mile DME fix R-328 (final)	Direct	1700	T-dn#	300-1	300-1	200-½
8-mile DME fix R-328	4-mile DME fix R-328 (final)	Direct	1000	C-dn*	600-1	600-1	600-1½
4-mile DME fix R-328	2-mile DME fix R-328 (final)	Direct	600	A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn not authorized.
Minimum altitude over facility on final approach crs, 600′.
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing BOS VOR, climb to 2000 feet on BOS VOR R-148 to Cohasset Int. Hold SE of Cohasset Int on R-148, right turns, 1 minute.
NOTE: When authorized by ATC, DME may be used within 12 miles at 2400′ between R-238 clockwise to R-328 to position aircraft for final approach.
CAUTION: 370′ stack 1.2 miles SW, 505′ building 1.4 miles W, 772′ building 3.1 miles W, 1349′ antennas 10.5 miles W of airport boundary.
#Departures from Runway 27 make left turn to crs 260° as soon as practicable after takeoff.
*No circling W of airport authorized from centerline extended Runway 4L clockwise to centerline extended Runway 15 when ceiling is less than 800′.
MSA within 25 miles of facility: 000°–180°—1500′; 180°–360°—2300′.

City, Boston; State, Mass.; Airport Name, General Edward Lawrence Logan International; Elev., 19′; Fac. Class., BVORTAC; Ident., BOS; Procedure No. VOR/DME No. 1, Amdt. 1; Eff. Date, 27 Mar. 65; Sup. Amdt. No. Orig.; Dated, 31 Aug. 63

6. By amending the following instrument landing system procedures prescribed in § 97.17 to read:

ILS STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
BRO VOR	LOM	Direct	1600	T-dn	400-1	400-1	200-½
BRO RBn	LOM	Direct	1600	C-dn	400-1	500-1	500-1½
Fresnos Int	LOM (final)	Via Loc	1100	S-dn-17L*	200-½	200-½	200-½
				A-dn	600-2	600-2	600-2

Procedure turn W side N crs, 353° Outbnd, 173° Inbnd, 1600′ within 10 miles. Beyond 10 miles not authorized.
Minimum altitude at glide slope interception Inbnd, 1100′.
Altitude of glide slope and distance to approach end of runway at OM 1050′—3.8 miles; at MM 205′—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, turn left, climb to 1600′ on BRO VOR R-062 within 15 miles or, when directed by ATC, climb to 1200′ on S crs ILS within 4.5 miles.
Other change: Deletes caution note.
*400-¾ required when glide slope not utilized.

City, Brownsville; State, Tex.; Airport Name, Rio Grande Valley International; Elev., 22′; Fac. Class., ILS; Ident., I-BRO; Procedure No. ILS-17L, Amdt. 19; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 18; Dated, 25 Jan. 64

Ventura VOR	Thousand Oaks Int	Direct	6000	T-dn	800-1	800-1	800-1
Thousand Oaks Int	Woodland Int (final)	Direct	3200	C-d	700-1	700-1	700-1½
Twin Lakes Int	Woodland Int	Direct	4500	C-n	700-2	700-2	700-2
Fillmore VOR	Woodland Int	Direct	4700	A-dn	800-2	800-2	800-2
Int LAX-VOR R-276 and LHS R-169	Woodland Int	Direct	4500	If 4-mile radar fix received W of airport, the following minimums apply:			
				C-dn	500-1	500-1	500-1½

Radar transitions and vectoring using Burbank Radar via approved patterns authorized.
Procedure turn not authorized. Hold at Woodland Int, right hand 1-minute, 4000′.
Minimum altitude over Woodland Int on final approach crs, 3200′.
Crs and distance, Woodland Int to airport, 076°—6.8 miles.
BUR ILS OM on Van Nuys Airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb straight ahead within 3.0 miles of BUR ILS OM, reverse crs to the left and climb via W crs BUR ILS Loc. to Woodland Int. Cross Woodland Int at minimum altitude, 3200′.
CAUTION: Disregard glide slope indications.

City, Los Angeles (formerly Van Nuys); State, Calif.; Airport Name, Van Nuys; Elev., 800′; Fac. Class., BUR ILS Loc.; Ident., I-BUR; Procedure No. ILS-08, Amdt. 3; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 2; Dated, 7 Apr. 62

MEM VOR	LOM	Direct	1900	T-dn#	300-1	300-1	200-½
Independence Int	LOM	Direct	1900	C-dn	500-1	500-1	500-1½
Coldwater Int	LOM	Direct	1900	S-dn-35*	200-½	200-½	200-½
Walls Int	LOM	Direct	1900	A-dn	600-2	600-2	600-2
Porter Int	LOM	Direct	1900				

Radar vectoring authorized in accordance with approved patterns.
Procedure turn E side of crs, 174° Outbnd, 354° Inbnd, 1900′ within 10 miles.
Minimum altitude at glide slope interception Inbnd, 1700′.
Altitude of glide slope and distance to approach end of runway at OM, 1694′—4.7 miles; at MM, 531′—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2500′ on crs of 354° from LOM within 15 miles or, when directed by ATC, turn left, climb to 1800′ on R-271 MEM VOR within 15 miles.
*500-¾ required when glide slope not utilized. If Hess Int is received, 400-¾ authorized when glide slope is not utilized.
#AIR CARRIER NOTE: Takeoff with less than 200-½ not authorized on Runway 14-32.

City, Memphis; State, Tenn.; Airport Name, Memphis Metropolitan; Elev., 331′; Fac. Class., ILS; Ident., I-TSE; Procedure No. ILS-35, Amdt. 5; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 4; Dated, 9 Jan. 65

Keansburg VHF Int	Prospect VHF Int	Direct	3000	T-dn	300-1	300-1	200-½
LGA VOR	Prospect VHF Int	Direct	2500	C-dn	700-1	700-2	700-2
Liberty VHF Int	Int SW crs LGA ILS and JFK R-270.	Via Radar vectors to JFK R-270.	3000	S-dn-4*	400-¾	400-¾	400-¾
				A-dn	700-2	700-2	700-2
Int SW crs LGA ILS and JFK R-270	Prospect Int (final)	Direct	2500				

Radar vectors may be substituted for the above transitions.
Procedure turn S side SW crs, 224° Outbnd, 044° Inbnd, 2500′ S of Prospect Int but within 10 miles of LOM.
Minimum altitude at glide slope interception Inbnd, 2500′ at Prospect Int.
Altitude of glide slope and distance to approach end of runway at OM 1310—3.9 miles, at MM 295—0.7 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 4000′ on LGA VOR R-046 to Stamford VHF Int, cross Scarsdale VHF Int at 3000′ or above. Hold NE Stamford Int 1-minute left turns, Inbnd crs, 226°.
CAUTION: (1) Standard clearance not provided over obstructions in final approach area, circling area of airport, and in missed approach area. (2) Unlighted obstructions in approach zone (Runway 4) protruding 40′ above lights at beginning of approach lightlane decreasing to 10′ above lights at 1100′ from approach end of runway. (3) Tower 415′ 3.8 miles SW, tower 390′—3.5 miles SW, building 966′—6.7 miles SW.
AIR CARRIER NOTE: Adjustment of alternate ceiling and visibility minimums not authorized.
Other change: Deletes note regarding takeoff minimums and air carrier note regarding circling minimums.
*500-1 required with glide slope inoperative. 400-1 required with approach lights inoperative.

City, New York; State, N.Y.; Airport Name, La Guardia; Elev., 21′; Fac. Class., ILS; Ident., I-LGA; Procedure No. ILS-4, Amdt. 22; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 21; Dated, 2 Apr. 64

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn	500-1	500-1	200-½
				C-dn	700-1	700-2	700-2
				S-dn-13	600-1	600-2	600-2
				A-dn	800-2	800-2	800-2

Radar transitions authorized in accordance with approved radar patterns.
Procedure turn not authorized.
Minimum altitude over radar fix on final approach crs, 1600'.
Crs and distance radar fix to airport, 135°—5.2 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.2 miles after leaving radar fix or crossing the 234° bearing from the UR LOM, make climbing-left turn to 2000' proceed direct to UR LOM. Hold NE of UR LOM 1-minute left turn, Inbnd crs, 223°.
NOTE: Localizer procedure only; no locators, markers, or glide slope.
CAUTION: This procedure authorized only with LGA radar.
AIR CARRIER NOTES: (1) Sliding scale not authorized for landings. (2) Adjustment of alternate ceiling and visibility minimums not authorized.
Other changes: Deletes note regarding takeoff minimums Runway 4–31 and note regarding sliding scale not applicable to circling minimums.

City, New York; State, N.Y.; Airport Name, La Guardia; Elev., 21'; Fac. Class., ILS; Ident., I-GDI; Procedure No. ILS-13, Amdt. 1; Eff. Date, 27 Mar. 65; Sup. Amdt. No. Orig.; Dated, 18 July 64

Scarsdale Int	UR LOM (final)	Direct	1700	T-dn	300-1	300-1	200-½
				C-dn	700-1	700-2	700-2
				S-dn-22#	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Radar transitions authorized in accordance with approved radar patterns.
Procedure turn N side of NE crs, 044° Outbnd, 224° Inbnd, 2000' within 10 miles of UR LOM.
Minimum altitude over facility on final approach crs, 1500'.
Crs and distance, UR LOM to airport, 224°—6.0 miles.
No glide slope.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2500' on crs of 224° to Prospect Int. Hold SW of Prospect Int, 1-minute left turns, Inbnd, 041°.
AIR CARRIER NOTE: 1. Sliding scale not authorized for landings. 2. Adjustment of alternate ceiling and visibility minimums not authorized.
CAUTION: Bridge tower 383'—2.5 miles NE and tank 422'—1.7 miles N of airport.
Other change: Deletes note regarding takeoff minimums.
#Do not descend below 700' until passing Castle FM.

City, New York; State, N.Y.; Airport Name, La Guardia; Elev., 21'; Fac. Class., ILS; Ident., I-URD; Procedure No. ILS-22, Amdt. 2; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 1; Dated, 15 Feb. 64

ORL VOR	LOM	Direct	1900	T-dn	500-1	500-1	200-½
				C-dn	#400-1	500-1	500-1½
				S-dn-7*	300-¾	300-¾	300-¾
				A-dn	600-2	600-2	600-2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn S side of crs, 246° Outbnd, 066° Inbnd, 1900' within 10 miles.
Minimum altitude at glide slope interception Inbnd, 1900'.
Altitude of glide slope and distance to approach end of runway at OM, 1825'—5.4 miles; at MM, 326'—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, turn left, climb to 2000' on R-014 within 20 miles of ORL VOR or when directed by ATC, turn right, climb to 2000' on R-070 within 20 miles of ORL VOR.
*500–¾ required with glide slope inoperative.
#500–1 required with glide slope inoperative.

City, Orlando; State, Fla.; Airport Name, Herndon; Elev., 113'; Fac. Class., ILS; Ident., I-ORL; Procedure No. ILS-7, Amdt. 4; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 3; Dated, 9 Jan. 65

ORL VOR	Barton Int	Direct	1600	T-dn	500-1	500-1	200-½
ORL LOM	Barton Int	Direct	1700	C-dn	400-1	500-1	500-1½
MCO RBn	Barton Int	Direct	1600	S-dn-25#	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn S side of crs, 066° Outbnd, 246° Inbnd, 1600' within 10 miles of Barton Int. Nonstandard due to Sanford NAS traffic to the N.
Minimum altitude over Barton Int on final approach crs, 1600'.
Crs and distance, Barton Int to airport, 246°—6.0 miles.
No glide slope.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.0 miles after passing Barton Int, turn right, climb to 2000' on ORL VOR R-308 within 20 miles of ORL VOR or, when directed by ATC, climb straight ahead to 2000' on the SW crs of ILS within 20 miles.
#400–¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

City, Orlando; State, Fla.; Airport Name, Herndon; Elev., 113'; Fac. Class., ILS; Ident., I-ORL; Procedure No. ILS-25 (back crs), Amdt. 4; Eff. Date, 27 Mar. 65; Sup. Amdt No. 3; Dated, 15 Aug. 64

Wheeling VOR	Hookstown Int	Direct	3000	T-dn	500-1	500-1	200-½
Hookstown Int	Creek RBn (final)	Direct	3000	C-dn	700-1	500-1	500-1½
Ellwood City VOR@	Hookstown Int	Direct	3000	S-dn-10L*	300-¾	300-¾	300-¾
Allegheny VOR@	Hookstown Int	Direct	3000	A-dn	600-2	600-2	600-2
Creek RBn	ILS OM (final)	Direct	2700				

Radar vectoring authorized in accordance with approved patterns.
Procedure turn S side crs, 277° Outbnd, 097° Inbnd, 3000' within 10 miles of Creek RBn.
Minimum altitude at glide slope interception Inbnd, 2700'. (Glide slope may be intercepted at 3000' between Creek RBn and ILS OM).
Altitude of glide slope and distance to approach end of runway at OM 2665'—4.3 miles; at MM 1442'—0.5 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 3000' on 102° crs to GP LOM, hold E, 1-minute right turns, 277° Inbnd.
Major change: Deletes Hookstown Int to OM (final), RVR deleted.
*400–¾ required with glide slope inoperative.
@Transitions from EWC and AGC require holding pattern entry for nonradar operation.

City, Pittsburgh; State, Pa.; Airport Name, Greater Pittsburgh; Elev., 1203'; Fac. Class., ILS; Ident., I-LXB; Procedure No. ILS-10L, Amdt. 5; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 4; Dated, 25 Jan. 65

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Imperial VOR*	Sprint Int	Direct	3000	T-dn	500–1	500–1	200–½
Ellwood City VOR*	Spring Int	Direct	3000	C-dn	500–1	500–1	500–1½
Wheeling VOR	Spring Int	Direct	3000	S-dn-10R#	400–1	400–1	400–1
Allegheny VOR*	Spring Int	Direct	3000	A-dn	800–2	800–2	800–2
Spring Int	Clinton Int (final)	Direct	2200				

Radar vectoring authorized in accordance with approved patterns.
Procedure turn S side of crs, 277° Outbnd, 097° Inbnd, 3000′ within 10 miles of Clinton Int.
No glide slope. Minimum altitude over Clinton Int on final approach crs, 2200′.
Crs and distance, Clinton Int to Runway 10R, 097—4.0 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.0 miles after passing Clinton Int, climb to 3000′ on E crs GPS ILS to GP LOM. Hold E right turns, 1 minute, 277° Inbnd.
CAUTION: Runway 28R approach: Fluorescent street lighting alined with Runway 28R and terminating approximately ¾ mile from runway, can be mistaken for runway lights.
*Transition from IRL, EWC, and AGC VOR's require holding pattern entries during nonradar operation.
#400–¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

City, Pittsburgh; State, Pa.; Airport Name, Greater Pittsburgh; Elev., 1203′; Fac. Class., ILS; Ident., I-GPB; Procedure No. ILS-10R (back crs), Amdt. 6; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 5; Dated, 23 Jan. 65

Imperial VOR	Highland Int	IRL R-097	3000	T-dn**	300–1	300–1	200–½
Ellwood City VOR	Highland Int	EWC R-153	3000	C-dn	600–1	500–1	500–1½
Allegheny VOR	Highland Int	AGC R-027	3000	S-dn-28L*%#	200–½	200–½	200–½
Highland Int	GP LOM (final)	Direct	2000	A-dn	600–2	600–2	600–2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn N side of crs, 097° Outbnd, 277° Inbnd, 3000′ within 10 miles of GP LOM.
Minimum altitude at glide slope int Inbnd, 3000′.
Altitude of glide slope and distance to approach end of runway at OM, 2980′—5.6 miles; at MM, 1384′—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 3000′ on a 282° crs to Creek RBn. Hold W right turns, 1 minute, 097° Inbnd.
NOTE: Holding pattern entry required at Highland Int during nonradar operation.
CAUTION: Runway 28–R approach—fluorescent street lighting alined with Runway 28–R and terminating approximately ¾ mile from runway, can be mistaken for runway lights.
*400–¾ required with glide slope inoperative.
%Runway visual range 2600′ also authorized for landing on Runway 28L, provided all components of the ILS high-intensity runway lights, approach lights, condenser discharge flashers, outer compass locator, and all related airborne equipment are in satisfactory operating condition. Descent below 1368′ shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.
**Runway visual range 2600′ also authorized for takeoff on Runway 28L in lieu of 200–½ when 200–½ is authorized, providing high-intensity runway lights are operational.
#S–dn–28L altitude 1368′ authorized for straight-in only. (200 feet above elevation of Runway 28L.)

City, Pittsburgh; State, Pa.; Airport Name, Greater Pittsburgh; Elev., 1203′; Fac. Class., ILS; Ident., I-GPB; Procedure No. ILS–28L, Amdt. 10; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 9; Dated, 23 Jan. 65

Ordway Int	Avondale Int	Direct	6600	T-dn%	300–1	300–1	200–½
Pueblo VOR	PCX RBn	Direct	6600	C-dn	600–1	600–1	600–1½
Avondale Int	PCX RBn (final)	Direct	5800	S–dn–25#	400–1	400–1	400–1
Hanover Int	PCX RBn	Direct	6600	A–dn	800–2	800–2	800–2
PU LOM	PCX RBn	Direct	6600				

Procedure turn N side of crs, 075° Outbnd, 255° Inbnd, 6600′ within 10 miles of PCX RBn.
Minimum altitude over PCX RBn on final approach, 5800′.
Crs and distance, PCX RBn to airport, 255°—6.0 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.0 miles after passing PCX RBn, climb to 7000′ direct to LOM or, when directed by ATC, turn left and climb to 7000′ on R–163 PUB–VOR within 10 miles.
CAUTION: Tower 6322′—5.5 miles NW of field.
#400–3/4 authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.
%Takeoffs all runways: Runway 35, right turn climb direct to PUB VORTAC.
Runways 30, 25, 17, and 7, left turn climb direct to PUB VORTAC. V–81/83 northbound cross PUB VORTAC 6000′.
Northwestbound via PUB VORTAC R–314, cross PUB VORTAC 6500′. Westbound V–244 climb on PUB VOR R–080 within 10 miles to cross PUB VORTAC 8200′.

City, Pueblo; State, Colo.; Airport Name, Pueblo Memorial; Elev., 4725′; Fac. Class., ILS; Ident., I-PUB; Procedure No. ILS–25 (back crs) Amdt. 4; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 3; Dated, 6 Mar. 65

Harbor View Int	Holland Int (final)	Direct	2000	T–dn	300–1	300–1	200–½
				C–dn	500–1	500–1	500–1½
				S–dn–25#	400–1	400–1	400–1
				A–dn	800–2	800–2	800–2

Radar vectoring authorized in accordance with approved radar patterns.
Procedure turn N side of crs, 069° Outbnd, 249° Inbnd, 2600′ within 10 miles of Holland Int.
No glide slope or markers. Descend to landing minimums after passing Holland Int. Minimum altitude over Holland Int, 2000′.
Crs and distance, Holland Int to Runway 25, 249°—4.7 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.7 miles after passing Holland Int, climb straight ahead to 2100′ on 249° crs to Toledo LOM. Hold SW Toledo LOM, right turns, 1-minute, 069° Inbnd.
CAUTION: Tower 865′—1¾ miles S of middle marker.
#400–¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

City, Toledo; State, Ohio; Airport Name, Toledo Express; Elev., 684′; Fac. Class., ILS; Ident., I-TOL; Procedure No. ILS–25 (back crs), Amdt. 6; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 5; Dated, 2 Nov. 63

ICT VOR	LOM	Direct	2700	T–dn	300–1	300–1	200–½
Conway Int	LOM	Direct	2900	C–dn	400–1	500–1	500–1½
Mayfield Int	Anson Int*	Direct	3000	S–dn–1	200–½	200–½	200–½
Anson Int*	LOM (final)	Direct	2600	A–dn	600–2	600–2	600–2
Mayfield Int	LOM	Direct	3000				

Radar vectoring to final approach crs authorized in accordance with approved patterns.
Procedure turn W side of crs, 190° Outbnd, 010° Inbnd, 2700′ within 10 miles. (Procedure turn nonstandard to avoid McConnell AFB.)
Minimum altitude at glide slope interception Inbnd, 2600′.
Altitude of glide slope and distance to approach end of runway at OM, 2528′—4.1 miles; at MM, 1523′—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make left turn, climb to 3400′ proceeding outbound on R–216 IOT–VOR within 20 miles or, when directed by ATC, climb to 3400′ on N crs ICT ILS, intercept R–027 ICT–VOR, proceed to Whitewater Int.
CAUTION: Simultaneous approaches being conducted on McConnell AFB. 2444′ tower 8.4 miles NNW of airport.
NOTE: Aircraft executing missed approach may be radar vectored after being reidentified.
Radar identification of Anson Int., required; otherwise procedure turn will be executed.

City, Wichita; State, Kans.; Airport Name, Wichita Municipal; Elev., 1332′; Fac. Class., ILS; Ident., I-ICT; Procedure No. ILS–1, Amdt. 7; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 6; Dated, 30 Apr. 64

7. By amending the following radar procedures prescribed in § 97.19 to read:

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach, except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
		Within:		Surveillance approach			
0	360	10 miles	2800				
0	360	25 miles	3000				
				T-dn	300–1	300–1	200–½
				C-dn	400–1	500–1	500–1½
				S-dn*	400–1	400–1	400–1
				A-dn	800–2	800–2	800–2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2800′ within 10 miles, proceed to LOM, hold S, 006° Inbnd, right turns, 1-minute pattern.

CAUTION: Smoke stack 1335′—2.5 miles SE Runway 32. Antenna 1410′—4.5 miles S Runway 1.

*Runways 1, 19: 400–¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

*Runway 1: 400–½ authorized, except for 4-engine turbojet aircraft, with operative ALS.

*Runway 23: 400–¾ authorized, except for 4-engine turbojet aircraft, with operative REIL.

City, Akron; State, Ohio; Airport Name, Akron-Canton; Elev., 1228′; Fac. Class. and Ident., Akron Radar; Procedure No. 1, Amdt. 2; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 1; Dated, 20 Apr. 63

		Within:		Surveillance approach			
350°	330°	30 miles	[illegible]				
330°	350°	30 miles	2300	T-dn	300–1	[illegible]–1	200–½
117°	010°	15 miles	2000	C-dn*	400–1	500–1	500–1½
010°	025°	10 miles	[illegible]	C-dn**	700–1	700–1	700–1¼
				S-dn*#	400–1	400–1	400–1
				S-dn**	700–1	700–1	700–1
				A-dn	[illegible]–2	[illegible]–2	800–2

Radar terminal area transition altitudes—all bearings are from the radar site with sector azimuths progressing clockwise.

Radar control will provide 1000′ vertical clearance within a 3-mile radius of towers 1746′—9 miles ENE; 1550′—24 miles NE; 1260′—2.5 miles E; 1120′—12 miles NW and water tank 1063′—4 miles SSE.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, Runways 4 and 36: Climb to 2500′ and proceed to New Baltimore Int. Hold N 1-minute right turns, 186° Inbnd. Runways 9, 18, 22, and 27: Climb to 2000′ and proceed S to Union Int. Hold S 1-minute right turns, 360° Inbnd.

*Runways 4, 9, 18, 36.

**Runways 22 and 27.

#400–¾ authorized for Runways 18 and 36, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

#400–½ authorized for Runways 18 and 36, except for 4-engine turbojet aircraft, with operative ALS.

City, Covington; State, Ky.; Airport Name, Greater Cincinnati; Elev., 890′; Fac. Class. and Ident., Cincinnati Radar; Procedure No. 1, Amdt. 5; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 4; Dated, 7 Sept. 63

000°	360°	20 miles	[illegible]	Surveillance approach			
				T-dn**	300–1	[illegible]–1	200–½
				C-dn	400–1	[illegible]–1	500–1½
				S-dn-13L%$ 13R$, 18, 31R$ 31L$, 36	[illegible]–1	400–1	400–1
				A-dn	[illegible]–2	[illegible]–2	800–2
				Precision approach			
				T-dn**	300–1	300–1	200–½
				S-dn-13L##	200–½	200–½	200–½
				A-dn	600–2	[illegible]–2	600–2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, (1) Climb to 2000′ on runway heading within 10 miles, or (2) start climb to 2000′, turn as directed by ATC and proceed to DAL VOR; or (3) start climb to 3300′, turn as directed by ATC and proceed to DCV MHW.

CAUTION: 695′ tank 1.7 miles SE of Runway 31. 1044′ building 3.9 miles SE of Runway 31 on centerline.

*Radar control will provide 1000′ vertical clearance within a 3-mile radius from radio TV towers 1108′—20 miles N, 2349′—16 miles SSW, 1230′—10 miles NNW of airport, buildings 1095′—4.2 miles SSE.

#Maintain at least 1400′ until 3.5 miles from the approach end of Runway 31 and 1000′ until 1.4 miles from the approach end of Runway 31.

##Runway visual range 2600′ also authorized for landing on Runway 13L; provided that all components of the PAR, high-intensity runway lights, approach lights, condenser-discharge flashers, outer compass locator, and all related airborne equipment are in satisfactory operating condition. Descent below 685′ shall not be made unless visual contact with approach lights has been established or the aircraft is clear of clouds.

**Runway visual range 2600′ also authorized for takeoff on Runway 13L in lieu of 200-½ when 200-½ is authorized; providing high-intensity runway lights are operational.

%400–½ authorized, except for 4-engine turbojet aircraft, with operative ALS.

$400–¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

City, Dallas; State, Tex.; Airport Name, Dallas Love Field; Elev., 485′; Fac. Class. and Ident., Dallas Radar; Procedure No. 1, Amdt. 11; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 10; Dated, 19 Dec. 64

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
					2-engine or less		More than 2-engine, more than 65 knots
From—	To—	Course and distance	Minimum altitude (feet)	Condition	65 knots or less	More than 65 knots	
360°	140°	Within 15 miles	2000		Precision approach		
				S-dn-27	300-¾	300-¾	300-¾
					Surveillance approach		
				T-dn	300-1	300-1	200-½
				C-dn	400-1	400-1	500-1½
				S-dn-27	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar terminal area transition altitudes—all bearings are from radar site with sector azimuths progressing clockwise.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, turn left, climb to 2000', proceed direct to FAY VOR.
NOTE: Authorized for military use only, except by prior arrangement.

City, Fort Bragg; State, N.C.; Airport Name, Simmons AAF; Elev., 235'; Fac. Class. and Ident., Simmons AAF Radar; Procedure No. 1, Amdt. 2; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 1; Dated, 25 Mar. 61

All directions#	Radar site#	20 miles	2500		Surveillance approach		
				T-dn	300-1	300-1	200-½
				C-d	600-1½	600-1½	600-1½
				C-n	600-2	600-2	600-2
				S-dn-R-33			
				R-15	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2
					Precision approach		
				T-dn	300-1	300-1	200-½
				S-dn-R-33	300-1	300-1	300-1
				S-dn-R-15	300-1	300-1	300-1
				A-dn	600-2	600-2	600-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, R-15: Climb to 2500' on Heading 150, turn right and proceed direct to GRK RBn. R-33: Climb to 2500' on Heading 330, turn left if beyond GRK RBn, and proceed direct to GRK RBn.
Alternate Missed Approach: When requested by ATC, climb to 2500' on runway heading and proceed, as directed, to HLR VOR.
NOTE: Authorized for military use only except by prior arrangement.
CAUTION: 1200 terrain within 0.2 mile both sides of approach runway.
#Radar vectoring beyond 10 mile not authorized below 4000' in the following quadrants: 085° clockwise to 130° and 235° clockwise to 285°. All bearings and distance are from radar antenna.

City, Fort Hood; State, Tex.; Airport Name, Gray AAF; Elev., 1015'; Fac. Class., and Ident., Gray AAF Radar; Procedure No. 1, Amdt. Orig.; Eff. Date, 27 Mar. 65

		Within:			Surveillance approach		
295°	215°	10 miles	2000				
295°	215°	10-25 miles	2500	T-dn	300-1	300-1	200-½
215°	295°	25 miles	2000	C-dn	400-1	400-1	500-1½
				S-dn-2L%	400-1	400-1	400-1
				S-dn-31, 13 and 20R#	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar terminal area transition altitudes—all bearings are from radar site with sector azimuths progressing CW.
Radar will provide 1000' vertical clearance within a 3-mile radius of the following towers: 9.5 miles NW 2049', 9 miles W 2049', 9 miles SW 2049', 10 miles SSW 1490'.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, Runway 2L: Climb to 2000' on N crs ILS or on crs 015° from LOM (HW) within 15 miles of airport. Runway 31: Make right turn and climb to 3000' on R-335 of BNA-VOR within 20 miles. Runway 13: Climb to 2500' and proceed direct to BNA-VOR and hold SE on R-132, right turns 1 minute. Runway 20R: Climb to 2500' on S crs ILS or on crs 195° to LOM (HW) within 15 miles of airport.
#Maintain 1200' until 2 miles from end of runway on final to Runway 20R.
%400-½ authorized, except for 4-engine turbojet aircraft, with operative ALS.

City, Nashville; State, Tenn.; Airport Name, Nashville Metropolitan; Elev., 597'; Fac. Class. and Ident., Nashville, Radar; Procedure No. 1, Amdt. 6; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 5, Dated, 7 July 62

240°	360°	15 miles	2500		Surveillance approach		
360°	110°	15 miles	1600	T-dn	300-1	300-1	200-½
110°	180°	15 miles	2200	C-dn	700-1	700-2	700-2
180°	240°	15 miles	1700	S-dn-4, 13, and 22.	700-1	700-2	700-2
290°	240°	10 miles	1600	S-dn-31	600-1	600-2	600-2
240°	290°	10 miles	2500	A-dn	800-2	800-2	800-2
					Precision approach		
				T-dn	300-1	300-1	200-½
				C-dn	700-1	700-2	700-2
				S-dn-4*	400-¾	400-¾	400-¾
				A-dn	700-2	700-2	700-2

AIR CARRIER NOTES: (1) Sliding scale not authorized for landings except for straight in precision approach to Runway 4. (2) Adjustment of alternate ceiling and visibility minimums not authorized.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, Runway 4: Climb to 4000' on LGA-VOR R-046 to Stamford Int, cross Scarsdale Int at 3000' or above. Hold NE Stamford Int 1-minute left turns, Inbnd crs, 226°. Runway 13: Make left-climbing turn to 4000' on LGA-VOR R-046 to Stamford Int, cross Scarsdale Int at 3000' or above. Hold NE Stamford Int 1-minute left turns, Inbnd crs, 226°. Runway 31: Make right-climbing turn to 4000' on LGA-VOR R-046 to Stamford Int, cross Scarsdale Int at 3000' or above. Hold NE Stamford Int 1-minute left turns, Inbnd crs, 226°. Runway 22: Climb to 2500' on LGA-VOR R-221 to Prospect Int. Hold SW Prospect Int 1-minute left turns, Inbnd crs, 041°.
CAUTION: (1) Standard clearance not provided over obstructions in final approach area (Runway 4) and in missed approach area. (2) Unlighted obstructions in approach zone (Runway 4) protruding 40' above lights at beginning of approach lightlane decreasing to 10' above lights at 1100' from approach end of runway. (3) Tower 415'—3.8 miles SW, tower 390'—3.5 miles SW, building 968'—6.7 miles SW.
Other changes: Deletes note regarding sliding scale not applicable to circling minimums. Deletes note regarding takeoff minimums Runways 4-31.
*400-1 required with approach lights inoperative.

City, New York; State, N.Y.; Airport Name, La Guardia; Elev., 21'; Fac. Class. and Ident., La Guardia Radar; Procedure No. 1, Amdt. 13; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 12; Dated, 17 Aug. 63

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Radar terminal area maneuvering sectors and altitudes														Ceiling and visibility minimums			
From	To	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Condition	2-engine or less		More than 2-engine, more than 65 knots
															65 knots or less	More than 65 knots	
000°	160°	10 miles	2500	20 miles	3000			40 miles	6000					Surveillance approach			
000°	340°			25 miles	3000	30 miles	4000										
340°	360°			25 miles	4000									T-dn#	300-1	300-1	200-½
														C-dn	500-1	500-1	500-1½
														S-dn@	300-1	300-1	300-1
														S-dn-10L## 28L and 10R.	400-1	400-1	400-1
														A-dn	800-2	800-2	800-2
														Precision approach			
														S-dn-28L*	200-½	200-½	200-½
														A-dn	800-2	800-2	800-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished: Runways 5, 10R, 10L, 14: Climb to 3000' within 10 miles and proceed to GP LOM, hold E right turn, 1-minute, 277° Inbnd. Runways 23, 28R, 28L, 32; Climb to 3000' within 10 miles and proceed to Creek RBn. Hold W, right turn, 1-minute, 097° Inbnd.

CAUTION: Runway 28R approach: Fluorescent street light alined with Runway 28R and terminating approximately ¾ mile from runway end. Can be mistaken for runway lights.

*Runway visual range 2600' also authorized for landing on Runway 28L providing all components of the PAR, high-intensity runway lights, approach lights, condenser discharge flashers, and outer compass locator are operating satisfactorily. Descent below 1368' shall not be made unless visual contact with the approach lights have been established or the aircraft is clear of clouds.

#Runway visual range 2600' also authorized for takeoff on Runway 28L in lieu of 200-½ when 200-½ is authorized, providing high-intensity runway lights are operational.

@All runways except 10L, 28L, and 10R.

%Radar Control will provide 1000' vertical clearance within 3-mile radius of 2049' TV antenna 10 miles E of radar antenna.

##Runway 28L, 10L, and 10R: 400-¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

##Runway 28L, 10L: 400-½ authorized, except for 4-engine turbojet aircraft, with operative ALS.

City, Pittsburgh; State, Pa.; Airport Name, Greater Pittsburgh; Elev., 1203'; Fac. Class. and Ident., Pittsburgh Radar; Procedure No. 1, Amdt. 8; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 7; Dated, 28 Nov. 64

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
		Within:		Surveillance approach			
280° CW	330°	10 miles	2200				
330° CW	280°	20 miles	2200	T-dn	300-1	300-1	200-½
280° CW	330°	10-30 miles	2300	C-dn	500-1	500-1	500-1½
330° CW	280°	20-30 miles	2300	S-dn#	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved radar patterns.

Radar control will provide 1000' vertical clearance within a 3-mile radius of the 1629' and 1625' towers 18 miles NE of airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, Runway 7: Make climbing-right turn to 2200', proceed to Waterville VOR. Hold SE Waterville VOR R-140, right turns, 1 minute, 320° Inbnd. Runway 16: Make climbing-left turn to 2200', proceed to Waterville VOR. Hold SE Waterville VOR R-140, right turns, 1 minute, 320° Inbnd. Runway 25: Climb straight ahead to 2100', proceed to Toledo LOM. Hold SW Toledo LOM, right turns, 1 minute 069° Inbnd. Runway 34: Make climbing-left turn to 2100', proceed to Toledo LOM. Hold SW Toledo LOM, right turns, 1 minute, 069° Inbnd.

#400-¾ authorized for Runways 7 and 25, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

#400-½ authorized for Runway 7 except for 4-engine turbojet aircraft, with operative ALS.

City, Toledo; State, Ohio; Airport Name, Toledo Express; Elev., 684'; Fac. Class. and Ident., Toledo Radar; Procedure No. 1, Amdt. 2; Eff. Date, 27 Mar. 65; Sup. Amdt. No. 1; Dated, 26 Oct. 63

These procedures shall become effective on the dates specified therein.

(Secs. 307(c), 313(a), 601, Federal Aviation Act of 1958; 49 U.S.C. 1348(c), 1354(a), 1421; 72 Stat. 749, 752, 775)

Issued in Washington, D.C., on February 19, 1965.

C. W. WALKER,
Acting Director, Flight Standards Service.

[F.R. Doc. 65-2026; Filed, Mar. 25, 1965; 8:45 a.m.]

[Reg. Docket No. 6505; Amdt. 419]

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

The amendments to the standard instrument approach procedures contained herein are adopted to become effective when indicated in order to promote safety. The amended procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the complete procedure is republished in this amendment indicating the changes to the existing procedures.

As a situation exists which demands immediate action in the interests of safety in air commerce, I find that compliance with the notice and procedure provisions of the Administrative Procedure Act is impracticable and that good cause exists for making this amendment effective within less than 30 days from publication.

In view of the foregoing and pursuant to the authority delegated to me by the Administrator (24 F.R. 5662), Part 97 (14 CFR Part 97) is amended as follows:

1. By amending the following low or medium frequency range procedures prescribed in § 97.11(a) to read:

LFR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
BKE VOR	BE LFR	Direct	7000	T-dn% C-dn A-dn	500-1 1200-1 1500-2	500-1 1200-1 1500-2	500-1 1200-1 1500-2

Descend in 1-minute right-turn holding pattern SE of BE LFR on the SE crs to 7000'.
Procedure turn N side of crs, 300° Outbnd, 120° Inbnd, 7000' within 10 miles. Not authorized beyond 10 miles.
Minimum altitude over facility on final approach crs, 5000'.
Crs and distance, facility to airport, 111°—1.6 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.6 miles after passing BE LFR, make immediate right turn, return direct to BE LFR climbing to 7000' Outbnd on NW crs within 15 miles, return to BE LFR at 7000'. All maneuvering N side of NW crs.
CAUTION: High terrain all quadrants.
%Takeoffs all runways: All aircraft climb visually over the airport to 3900'. VOR equipped aircraft—climb to 5400' northwestbound on R-297 BKE VOR within 10 miles thence return to BKE VOR via R-297 climbing to cross BKE VOR at or above 7000'. All maneuvering N side R-297. Departures via V-182 westbound continue climb in holding pattern to 10,200' prior to departing on crs. LF equipped aircraft—climb direct to BE LFR thence continue climb to 5400' northwestbound on NW crs (300° bearing from) BE LFR within 10 miles thence return to BE LFR via NW crs (120° bearing to) climbing so as to cross BE LFR at or above 7000'. All maneuvering N side NW crs. If higher MEA is required, for direction of flight, continue climb in holding pattern SE of BE LFR prior to departing on crs.
MSA within 25 miles of facility: N—10,000'; E—10,500'; S—7700'; W—10,200'.

City, Baker; State, Oreg.; Airport name, Baker Municipal; Elev., 3368'; Fac. Class., SBRAZ; Ident., BE; Procedure No. 1, Amdt. 9; Eff. date, 3 Apr. 65; Sup. Amdt. No. 8; Dated, 4 Jan. 64

2. By amending the following automatic direction finding procedures prescribed in § 97.11(b) to read:

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Annette Island LFR Guard Island Int	GVN RBn GVN RBn (final)	Direct Direct	4000 4000	T-dn° C-dn° S-dn-12 A-dn	200-½ 500-1½ 500-1 800-2	200-1 500-2 500-1 800-2	200-½ 500-2 500-1 800-2

#Procedure turn E side of crs, 303° Outbnd, 123° Inbnd, 4000' within 10 miles. Nonstandard due to terrain.
Minimum altitude over facility on final approach crs, 3700' after procedure turn only; over ANN LFR, 800'.
Crs and distance, facility to airport, 123°—9.6 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 9.6 miles after passing GVN RBn, turn right, climb to 4200' on 155° bearing from ANN LFR within 20 miles.
CAUTION: Terrain 1000' within 1.9 miles N through E. Davison Mountain 2882'—2.9 miles E, Tamgas Mountain 3591'—5.1 miles ENE of airport.
NOTE: All maneuvering for circling to be conducted W of airport.
*Runway 2-20: Night operation not authorized. Runway 2: T-d restricted to 600-1 due to high terrain N through E, 1000' within 2 miles. Make immediate left turn after takeoff.
#Procedure turn not required when approaching SE from Guard Island Int.
MSA within 25 miles of facility: 000°-180°—4600'; 180°-270°—6000'; 270°-360°—5500'.

City, Annette Island; State, Alaska; Airport name, Annette FAA; Elev., 119'; Fac. Class., MHW/FM; Ident., GVN; Procedure No. 1, Amdt. 8; Eff. date, 3 Apr. 65; Sup. Amdt. No. 7; Dated, 9 May 64

				T-dn° C-dn° S-dn A-dn	300-1 700-1½ NA 800-2	300-1 700-2 NA 800-2	200-½ 700-2 NA 800-2

#Procedure turn W side of S crs, 141° Outbnd, 321° Inbnd, 1500' within 10 miles. Nonstandard due to terrain.
Minimum altitude over facility on final approach crs, 800'.
Crs and distance, facility to airport, 123°—1.4 miles.
If visual contact not established upon descent to authorized landing minimums of if landing not accomplished within 0.0 mile of ANN LFR, turn left, climb to 4200' on 155° bearing from ANN LFR within 20 miles.
CAUTION: Terrain 1000' within 1.9 miles N through E. Davison Mountain 2882'—2.9 miles E. Tamgas Mountain 3591'—5.1 miles ENE of airport.
NOTE: All maneuvering for circling to be conducted W of airport.
#Descent below 3900' not authorized until 3 miles beyond ANN LFR on 141° bearing.
*Runway 2-20: Night operation not authorized. Runway 2: T-d restricted to 600-1 due to high terrain N through E, 1000' within 2 miles. Make immediate left turn after takeoff.
MSA within 25 miles of facility: 000°-180°—4600'; 180°-270°—6000'; 270°-360°—5500'.

City, Annette Island; State, Alaska; Airport name, Annette FAA; Elev., 119'; Fac. Class., SBRAZ; Ident., ANN; Procedure No. 2; Amdt. 3; Eff. date, 3 Apr. 65; Sup. Amdt. No. 2; Dated, 16 May 64

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Atlanta RBn	AL-LOM	Direct	2600	T-dn	300-1	300-1	200-½
Atlanta VOR	AL-LOM	Direct	2500	C-dn	600-1	600-1	600-1½
Harrison Int	AL-LOM	Direct	3000	S-dn-9R	600-1	600-1	600-1
Chattahoochee Int	AL-LOM (final)	Direct	2500	A-dn	800-2	800-2	800-2
Raymond Int	AL-LOM	Direct	2500				

Radar transitions and vectoring authorized in accordance with approved patterns.
Procedure turn S side of crs, 269° Outbnd, 089° Inbnd, 2500′ within 10 miles.
Minimum altitude over facility on final approach crs 2500′.
Crs and distance, facility to airport 089°—5.0 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.0 miles after passing AL LOM, climb to 3000′, turn right and proceed direct to MDU VOR.
NOTE: Aircraft executing missed approach may, after being reidentified, be radar controlled.
MSA within 25 miles of facility: 000°–090°—4000′; 090°–180°—2200′; 180°–270°—3700′; 270°–360°—3800′.

City, Atlanta; State, Ga.; Airport name, Atlanta; Elev., 1024′; Fac. Class., LOM; Ident., AL; Procedure No. 4, Amdt. 1; Eff. date, 3 Apr. 65; Sup. Amdt. No. Orig.; Dated, 2 Jan. 65

Augusta VOR	LOM	Direct	1800	T-dn	300-1	300-1	#200-½
Augusta RBn	LOM	Direct	1800	C-dn	600-1	600-1	600-1½
Mallard Int	LOM	Direct	2000	S-dn-35	600-1	600-1	600-1
Trenton Int	LOM	Direct	2000	A-dn	800-2	800-2	800-2
Clarice Int	LOM	Direct	2000				
Shell Bluff Int	LOM (final)	Direct	1700				

Procedure turn W side of crs, 168° Outbnd, 348° Inbnd, 1600′ within 10 miles.
Minimum altitude over facility on final approach crs, 1500′.
Crs and distance, facility to airport, 348°—4.5 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 miles after passing LOM, climb to 2000′ on crs of 348° within 15 miles or, when directed by ATC, turn left and climb to 2000′ on 346° crs AGS RBn within 20 miles.
CAUTION: Antenna tower 1883′—6.0 miles ENE Bush Field.
#300-1 required on Runway 8-26.
MSA within 25 miles of facility: 000°–090°—2900′; 090°–180°—1900′; 180°–270°—1900′; 270°–360°—2000′.

City, Augusta; State, Ga.; Airport name, Bush Field; Elev., 145′; Fac. Class., LOM; Ident., AG; Procedure No. 1, Amdt. 12; Eff. date, 3 Apr. 65; Sup. Amdt. No. 11; Dated, 23 May 64

Keller Int	FTW RBn	Direct	2000	T-dn	300-1	300-1	*200-½
Justin Int	FTW RBn	Direct	2000	C-dn	600-1	600-1	600-1½
Joshua Int	FTW RBn	Direct	2300	A-dn	800-2	800-2	800-2
Roanoke Int	FTW RBn	Direct	1900				

Radar vectoring may be used to position aircraft for final approach N of RBn with elimination of procedure turn.
Procedure turn E side of crs, 354° Outbnd, 174° Inbnd, 2000′ within 10 miles. Beyond 10 miles not authorized. (Nonstandard due to ATC requirements.)
Minimum altitude over facility on final approach crs, 1500′.
Crs and distance, facility to airport, 177°—2.1 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.1 miles after passing FTW RBn, climb to 2000′ on the 175° bearing from FTW RBn within 20 miles.
CAUTION: 956′ grain elevator 1.5 miles N and 990′ grain elevator 1.9 miles N of airport.
*300-1 required for takeoff Runways 9-27 and 13-31.
MSA within 25 miles of the facility: 000°–090°—2300′; 090°–180°—3400′; 180°–270°—2500′; 270°–360°—2500′.

City, Fort Worth; State, Tex.; Airport name, Meacham Field; Elev., 692′; Fac. Class., H-SAB; Ident., FTW; Procedure No. 1, Amdt. 2; Eff. date, 3 Apr. 65; Sup. Amdt. No. 1; Dated, 19 Sept. 64

HSI VOR	HSI RBn	Direct	3700	T-dn	300-1	300-1	300-1
GRI VOR	HSI RBn	Direct	3700	C-dn*	600-1	600-1	600-1½
				S-dn-14	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 325° Outbnd, 145° Inbnd, 3700′ within 10 miles.
Minimum altitude over facility on final approach crs, 3500′.
Crs and distance, facility to airport, 145°—4.9 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.9 miles after passing HSI RBn, climb to 3700′ on 145° bearing from HSI RBn within 15 miles, turn right and return to HSI RBn.
CAUTION: 2707′ tower 2.8 miles NNE of airport.
NOTES: (1) When IFR flight planned to NW, N, or NE, maintain runway heading 140°-320° as appropriate until 3700′ before departing on crs. (2) Procedure authorized only during hours control zone is effective. (3) Altimeter setting from GRI FSS.
MSA within 25 miles of facility: 315°–225°—3700′; 225°–315°—4200′.
*Lights operating on Runways 14-32 only.

City, Hastings; State, Nebr.; Airport name, Municipal; Elev., 1944′; Fac. Class., HW; Ident., HSI; Procedure No. 1, Amdt. 1; Eff. date, 3 Apr. 65; Sup. Amdt. No. Orig.; Dated, 6 June 64

HUT VOR	LOM	Direct	3000	T-dn	300-1	300-1	200-½
Sterling Int	LOM	Direct	3200	C-dn	600-1	600-1	500-1½
Buhler Int	LOM	Direct	4000	S-dn-13	500-1	500-1	500-1
Burrton Int	LOM	Direct	4000	A-dn	800-2	800-2	800-2
Groveland Int	LOM	Direct	3200				

Procedure turn N side of crs., 308° Outbnd, 128° Inbnd, 2900′ within 10 miles of LOM.
Minimum altitude over facility on final approach crs, 2700′.
Crs and distance, facility to airport, 128°—4.0 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.0 miles after passing LOM, proceed to HUT-VOR climbing to 3000′ via 128° bearing LOM and 052° radial of HUT-VOR.
CAUTION: 3049′ TV tower located 3.5 miles E of airport. Aircraft taking off to N, S, NE, SE, climb to 3500′ prior to proceeding toward TV tower.
MSA within 25 miles of facility: 000°–180°—4000′; 180°–360°—3000′.

City, Hutchinson; State, Kans.; Airport name, Hutchinson Municipal; Elev., 1542′; Fac. Class., LOM; Ident., HU; Procedure No. 1, Amdt. 2; Eff. date, 1 Apr. 65; Sup Amdt. No. 2; Dated, 3 Nov. 62

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 55 knots
					55 knots or less	More than 55 knots	
Albacore Int	LOM	Direct	2500	T-dn*	300-1	300-1	200-½
San Pedro Int	LOM	Direct	2200	C-dn	500-1	600-1	600-1½
LGB VOR	LOM	Direct	2200	S-dn-30	600-1	600-1	600-1
Midway Int	LOM (final)	Direct	1500	A-dn	800-2	800-2	800-2

Radar vectoring to final approach crs authorized.
Procedure turn S side of SE crs, 120° Outbnd, 300° Inbnd, 2200′ within 10 miles of LOM. Not authorized beyond 10 miles.
Minimum altitude over facility on final approach crs, 1500′.
Crs and distance, facility to airport, 300°—4.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.3 miles after passing LOM, climb to 800′ on 300° bearing from LOM, turn left, climb on 200° heading to intercept the 160° bearing from LAX RBn and proceed to San Pedro Int at 2500′.
CAUTION: Standard clearance over obstructions not provided for circling minimums; 500′ hill with oil derricks 1 mile S of airport. All circling and maneuvering shall be accomplished N of field.
Major change: Deletes transition from Huntington Beach FM.
*300-1 required for takeoff Runways 16L, 25L, 34R; 600-1½ required for takeoff Runway 16R.
MSA within 25 miles of facility: 045°-135°—6100′; 135°-225°—1600′; 225°-315°—3400′; 315°-045°—6600′.

City, Long Beach; State, Calif.; Airport name, Long Beach (Daugherty Field); Elev., 58′; Fac. Class., LOM; Ident., LG; Procedure No. 1, Amdt. 19; Eff. date, 3 Apr. 65; Sup. Amdt. No. 18; Dated, 7 Nov. 64

PROCEDURE CANCELLED EFFECTIVE 3 APR. 1965, OR UPON DECOMMISSIONING OF FACILITY.

City, Pittsfield; State, Mass.; Airport name, Pittsfield Municipal; Elev., 1170′; Fac. Class., MHW; Ident., PSF; Procedure No. 1, Amdt. 1; Eff. date, 10 Oct. 64; Sup. Amdt. No. Orig.; Dated, 23 June 62

Chester VOR	Pittsfield RBn	Direct	4100	T-d	1100-2	1100-2	NA
				T-n	1300-2	1300-2	NA
				C-dn	1300-2	1300-2	NA
				A-dn	NA	NA	NA

Procedure turn S side of crs, 073° Outbnd, 253° Inbnd, 4100′ within 10 miles. Beyond 10 miles not authorized.
Minimum altitude over facility on final approach crs, 3000′.
Crs and distance, facility to airport 253°—5.0 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.0 miles after passing Pittsfield RBn, make a right-climbing turn to 4100′, return to the Pittsfield RBn. Hold NE of the Pittsfield RBn, 253° Inbnd, left turns, 1 minute.
NOTE: Facility must be monitored aurally during this approach.
MSA within 25 miles of facility: 000°-090°—5000′; 090°-180°—4000′; 180°-270°—4000′; 270°-360°—3500′.

City, Pittsfield; State, Mass.; Airport name, Pittsfield Municipal; Elev., 1170′; Fac. Class., MHW; Ident., PSF; Procedure No. 1, Amdt. Orig.; Eff. date, 3 Apr. 65 or upon commissioning of facility

Coweta Int	TU LOM	Direct	3000	T-dn	300-1	300-1	*200-½
TUL VOR	TU LOM	Direct	2500	C-dn	400-1	500-1	500-1½
Glenpool Int	TU LOM	Direct	2500	S-dn-35R	400-1	400-1	400-1
Stebbins Int	TU LOM	Direct	2500	A-dn	800-2	800-2	800-2
OKM VOR	TU LOM (final)	OKM R-345 and 354 bearing to TU LOM.	2300				

Radar vectoring authorized in accordance with approved procedures.
Radar may be used to position aircraft for a final approach within 5 miles S of TU LOM with elimination of procedure turn.
Procedure turn E side of crs, 174° Outbnd, 354° Inbnd, 2500′ within 10 miles.
Minimum altitude over TU LOM Inbnd final, 2300′.
Crs and distance, facility to airport 354°—5.4 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.4 miles after passing TU LOM, climb to 2500′ on crs 354° within 15 miles, or when directed by ATC, climb to 2500′ on R-035 TUL VOR within 20 miles.
*300-1 required on Runways 3L, 21R, 17R, 35L.
MSA within 25 miles of facility: 000°-090°—2200′; 090°-180°—2800′; 180°-270°—2500′; 270°-360°—3200′.

City, Tulsa; State, Okla.; Airport name, Tulsa International; Elev., 674′; Fac. Class., LOM; Ident., TU; Procedure No. 1, Amdt. 11; Eff. date, 3 Apr. 65; Sup. Amdt. No. 10; Dated, 12 Oct. 63

Tulsa VOR	(DW) LOM	Direct	2500	T-dn	300-1	300-1	*200-½
Collinsville Int	(DW) LOM	Direct	2500	C-dn	400-1	500-1	500-1½
Big Cabin Int	(DW) LOM	Direct	2500	S-dn-17L	400-1	400-1	400-1
Will Rogers Int	(DW) LOM	Direct	2400	A-dn	800-2	800-2	800-2
Murnan Int	(DW) LOM—(final)	Direct	2200				

Radar vectoring may be used to position aircraft for a final approach within 5 miles N of DW LOM with elimination of procedure turn.
Procedure turn W side of crs, 354° Outbnd, 174° Inbnd, 2200′ within 10 miles.
Minimum altitude over facility on final approach crs, 2200′.
Crs and distance, facility to airport, 174°—5.6 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.6 miles after passing DW LOM, climb to 2500′ on crs 174° within 20 miles of (DW) LOM, or when directed by ATC, climb to 2500′ on TUL-VOR R-035 within 20 miles.
*300-1 required on Runways 3L, 21R, 17R, and 35L.
MSA within 25 miles of facility: 000°-090°—2200′; 090°-180°—2800′; 180°-270°—2500′; 270°-360°—3200′.

City, Tulsa; State, Okla.; Airport name, Tulsa International; Elev., 674′; Fac. Class., LOM; Ident., DW; Procedure No. 2, Amdt. 1; Eff. date, 3 Apr. 65; Sup. Amdt. No. Orig.; Dated, 7 Sept. 63

Shell Rock Int	LOM (final)	Direct	2500	T-dn	300-1	300-1	200-½
New Hartford Int	LOM	Direct	2500	C-dn	400-1	500-1	500-1½
Waverly Int	LOM	Direct	2500	S-dn-12	400-1	400-1	400-1
ALO VOR	LOM	Direct	2500	A-dn	800-2	800-2	800-2
Reinbeck Int	LOM	Direct	2600				

Procedure turn W side of crs, 303° Outbnd, 123° Inbnd, 2500′ within 10 miles.
Minimum altitude over facility on final approach crs, 2300′.
Crs and distance, facility to airport, 123°—4.5 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 miles after passing AL LOM, climb to 2500′ on ALO VOR R-094 within 20 miles or, when directed by ATC, (1) climb to 2500′ on ALO VOR R-141 within 20 miles, (2) climb to 2500′ on 123° bearing from LOM within 15 miles.
MSA within 25 miles of facility: 000°-090°—2400′; 090°-180°—3100′; 180°-360°—2400′.

City, Waterloo; State, Iowa; Airport name, Waterloo Municipal; Elev., 870′; Fac. Class., LOM; Ident., AL; Procedure No. 1, Amdt. 6; Eff. date, 1 Apr. 65; Sup. Amdt. No. 5; Dated, 22 Aug. 64

3. By amending the following very high frequency omnirange (VOR) procedures prescribed in § 97.11(c) to read:

VOR STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
JOT VOR	DPA VOR	Direct	2500	T-dn	300-1	300-1	300-1
API VOR	DPA VOR	Direct	2500	C-d	500-1	500-1	500-1½
Elgin Int	DPA VOR	Direct	2500	C-n	500-1	500-1½	500-1½
Hinckley Int	DPA VOR	Direct	2500	A-dn#	800-2	800-2	800-2
Malta Int	DPA VOR	Direct	2500				

Radar vectoring to final approach crs authorized by Chicago Center Radar.
Final approach from holding pattern at VOR not authorized, procedure turn required.
Procedure turn N side of crs, 249° Outbnd, 069° Inbnd, 2500′ within 10 miles.
Minimum altitude over facility on final approach crs, 1900′.
Crs and distance, facility to airport, 069°—4.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.3 miles after passing DPA VOR, make left turn, climb to 2500′, and return to VOR or, when directed by ATC, make left turn, climb to 2500′, proceed on 340° crs until intercepting ORD VOR R-267 and proceed to Malta Int via ORD R-267.
NOTES: Aircraft will be released for final approach Inbnd on final approach crs 3 miles from VOR to contact Du Page Tower.
Radar altitudes are 2900′ within 20 miles of DPA VOR; 2500′ within 10 miles of DPA VOR.
Aircraft executing missed approach may, after being reidentified, be radar controlled.
Other change: Deletes transition from Acorn Int.
#Weather service available and alternate minimums authorized when control tower operating.
MSA within 25 miles of facility: 000°–090°—2600′; 090°–180°—2300′; 180°–270°—2100′; 270°–360°—2400′.

City, Chicago (West Chicago); State, Ill.; Airport name, Du Page County; Elev., 758′; Fac. Class., BVOR; Ident., DPA; Procedure No. 1, Amdt. 2; Eff. date, 3 Apr. 65; Sup. Amdt. No. 1; Dated, 19 Jan. 65

				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-16	400-1	400-1	400-1
				A-dn	NA	NA	NA

Radar transitions to final approach crs authorized. Aircraft will be released for final approach without procedure turn on final approach Inbnd 3 miles from OBK-VOR
Procedure turn N side of crs, 338° Outbnd, 158° Inbnd, 2200′ within 10 miles.
Minimum altitude over facility on final approach crs, 1900′.
Crs and distance, facility to airport, 158°—4.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.3 miles after passing OBK VOR, make left turn climb to 2500′, and proceed to OBK VOR via OBK VOR R-140.
NOTE: No weather available.
Other change: Deletes transitions.
MSA within 25 miles of facility: 000°–090°—2100′; 090°–180°—2600′; 180°–270°—2600′; 270°–360°—2300′.

City, Chicago; State, Ill.; Airport name, PAL-Waukee; Elev., 646′; Fac. Class., BVORTAC; Ident., OBK; Procedure No. 1, Amdt. 8; Eff. date, 3 Apr. 65; Sup. Amdt. No. 7; Dated, 30 Jan. 65

Anthony Int	CLL VOR (final)	Direct	1000	T-dn	800-1	800-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-10	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 278° Outbnd, 098° Inbnd, 1500′ within 10 miles.
Minimum altitude over facility on final approach crs, 1000′.
Crs and distance, facility to airport, 098°—2.5 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.5 miles after passing CLL VOR, climb to 1800′ on R-115 within 20 miles of VOR.
MSA within 25 miles of facility: 000°–090°—1900′; 090°–180°—1600′; 180°–270°—1600′; 270°–360°—1700′.

City, College Station; State, Tex.; Airport name, Easterwood Field; Elev., 319′; Fac. Class., L-BVOR; Ident., CLL; Procedure No. 1, Amdt. 4; Eff. date, 3 Apr. 65; Sup. Amdt. No. 3; Dated, 6 June 64

				T-dn¢	800-1	800-1	200-½
				C-dn¢	500-1	500-1	500-1½
				S-dn-12¢	400-1	400-1	400-1
				A-dn#	800-2	800-2	800-2

Procedure turn W side of crs, 300° Outbnd, 120° Inbnd, 2800′ within 10 miles.
Minimum altitude over facility on final approach crs, 2800′.
Crs and distance, facility to airport, 120°—5.5 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.5 miles after passing FOD VOR, climb to 2800′ on R-120 within 15 miles, return to FOD VOR and hold on R-300.
NOTES: (1) When weather is below 700–1 aircraft departing southbound, flight below 2300′ is prohibited between radials 120° and 175° inclusive of the FOD VOR due to 1773′ tower 3.7 miles S of the airport. (2) When authorized by ATC, FOD DME may be used to position aircraft for straight-in approach at 2800′ between R-215 CW to R-049 via 6-mile DME arc with the elimination of procedure turn.
AIR CARRIER NOTE: Alternate minimums of 800–2 authorized 24 hours daily for air carriers with weather reporting services at the airport.
#Alternate minimums authorized only during hours of control zone operation.
¢Night takeoffs and landings not authorized Runways 17/35.
MSA within 25 miles of facility: 000°–090°—2500′; 090°–180°—2800′; 180°–270°—2300′; 270°–360°—2500′.

City, Fort Dodge; State, Iowa; Airport name, Fort Dodge Municipal; Elev., 1160′; Fac. Class., BVORTAC; Ident., FOD; Procedure No. 1, Amdt. 4; Eff. date, 1 Apr. 65; Sup. Amdt. No. 3; Dated, 1 Feb. 64

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
San Pedro Int	LGB VOR	Direct	2500	T-dn	[illegible]-1	[illegible]-1	NA
Albacore Int	LGB VOR	Direct	2500	C-dn*	[illegible]-1	[illegible]-1	NA
				A-dn**	1000-2	1000-2	NA

Radar vectoring utilizing Long Beach radar patterns authorized in accordance with approved patterns.
Procedure turn E side of crs, 200° Outbnd, 020° Inbnd, 2500′ within 10 miles of LGB VOR.
Minimum altitude over facility on final approach crs, 2500′.
Crs and distance, facility to airport, 020°—6.5 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.0 miles after passing LGB VOR, make immediate right-climbing turn to heading of 145°, intercept and climb Inbnd on LGB R-053 to cross LGB at minimum altitude, 2000′.
*CAUTION: Derrick 752′—2.0 miles NNE of airport. Radio tower 823′—1.9 miles W of airport. All maneuvering S of airport only.
**Weather service 0600 to 2200.
MSA within 25 miles of facility: 045°–135°—6100′; 135°–225°—1300′; 225°–315°—3400′; 315°–045°—6600′.

City, Fullerton; State, Calif.; Airport name, Fullerton Municipal; Elev., 96′; Fac. Class., L-BVORTAC; Ident., LGB; Procedure No. 1, Amdt. 2; Eff. date, 3 Apr. 65; Sup. Amdt. No. 1; Dated, 23 Mar. 63

Steamboat Int	CGT VOR	Direct	2300	T-dn	[illegible]-1	[illegible]-1	200-½
Peotone VOR	Monee Int	Direct	2300	C-d	900-1	900-1	900-1½
Monee Int	CGT VOR (final)	Direct	[illegible]00	C-n	900-2	900-2	900-2
				S-d-2	900-1	900-1	900-1
				S-n-2	900-2	900-2	[illegible]00-2
				A-dn	NA	NA	NA
				Following minimums apply when aircraft equipped with VOR and ADF receivers and Hammond Int received:			
				C-dn	700-1	700-1	700-1½

Procedure turn S side of crs, 226° Outbnd, 046° Inbnd, 2300′ within 10 miles.
Minimum altitude over facility on final approach crs, 2300′.
Crs and distance facility to airport, 046°—9.2 miles.
Crs and distance Hammond Int to airport, 046°—2.0 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 9.2 miles after passing CGT VOR, or 2.0 miles after passing Hammond Int, make right turn, climb to 2300′ and proceed direct to CGT VOR.
NOTE: Close flight plan with Chicago Center or Joliet Radio when landing assured. No weather available.
MSA within 25 miles of facility: 000°–090°—2100′; 090°–180°—2000′; 180°–270°—2100′; 270°–360°—2500′.

City, Gary; State, Ind.; Airport name, Gary Municipal; Elev., 591′; Fac. Class., M-BVORTAC; Ident., CGT; Procedure No. 1, Amdt. 3; Eff. date, 3 Apr. 65; Sup. Amdt. No. 2; Dated, 12 Oct. 63

PROCEDURE CANCELLED, EFFECTIVE 3 APR. 1965.

City, Hastings; State, Nebr.; Airport name, Municipal; Elev., 1944′; Fac. Class., L-BVOR; Ident., HSI; Procedure No. 1, Amdt. 1; Eff. date, 18 July 64; Sup. Amdt. No. Orig.; Dated, 6 June 64

				T-dn	[illegible]-1	[illegible]-1	200-½
				C-dn	[illegible]-1	[illegible]-1	500-1½
				S-dn-3	[illegible]-1	[illegible]-1	500-1
				A-dn	[illegible]-2	[illegible]-2	[illegible]-2

Procedure turn W side of crs, 212° Outbnd, 032° Inbnd, 3000′ within 10 miles.
Minimum altitude over facility on final approach crs, 2800′.
Crs and distance, facility to airport, 032—5.0 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.0 miles after passing VOR, climb to 4000′ on R-032 within 20 miles or, when directed by ATC, make left turn, climb to 2900′, proceed to HU LOM.
CAUTION: 3049′ TV tower located 3.5 miles E of airport. Aircraft taking off to N, S, NE, SE, climb to 3500′ prior to preceeding toward TV tower.
MSA within 25 miles of facility: 000°–090°—4000′; 090°–180°—3400′; 180°–360°—3000′.

City, Hutchinson; State, Kans.; Airport name, Hutchinson Municipal; Elev., 1542′; Fac. Class., BVORTAC; Ident., HUT; Procedure No. 1, Amdt. 9; Eff. date, 1 Apr. 65; Sup. Amdt. No. 8; Dated, 12 Jan. 63

				T-dn*	[illegible]-1	[illegible]-1	NA
				C-d	[illegible]-1	[illegible]-1	NA
				C-n	[illegible]-2	[illegible]-2	NA
				S-d-13	[illegible]-1	500-1	NA
				S-n-13	500-2	[illegible]-2	NA
				A-dn	[illegible]-2	[illegible]-2	NA

Procedure turn S side of crs, 282° Outbnd, 102° Inbnd, 2300′ within 10 miles.
Minimum altitude over facility on final approach crs, 2300′.
Crs and distance, facility to airport, 102°—6.5 miles.
If visual contact not estabilished upon descent to authorized landing minimums or if landing not accomplished within 6.5 miles after passing JOT-VOR, make right turn, climbing to 2300′. Hold at VOR on R-102, Inbnd crs 282°, right turns.
Other change: Deletes air carrier note.
*Takeoffs Runways 13 and 5, climb to 1500′ before turning toward 910′ tower ¾ mile ESE of airport or 1065′ towers 2.3 miles SE of airport.
MSA within 25 miles of facility: 000°–090°—2500′; 090°–180°—2100′; 180°–270°—2100′; 270°–360°—2300′.

City, Joliet; State, Ill.; Airport name, Joliet Municipal; Elev., 582′; Fac. Class., BVORTAC; Ident., JOT; Procedure No. 1, Amdt. 6; Eff. date, 3 Apr. 65; Sup. Amdt. No. 5; Dated, 20 July 63

				T-dn*	[illegible]-1	[illegible]-1	200-½
				C-dn*	[illegible]-1	[illegible]-1	600-1½
				A-dn	NA	NA	NA

Procedure turn S side of crs, 288° Outbnd, 108° Inbnd, 2400′ within 10 miles.
Minimum altitude over facility on final approach crs, 2400′.
Crs and distance, facility to airport, 108—6.8 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.8 miles, climb to 2400′ on R-108, turn right and return to La Grange VOR.
NOTE: Weather information not available.
*Night operations authorized on Runway 13-31 only.
MSA within 25 miles of facility: 000°–090°—3300′; 090°–180°—3400′; 180°–270°—2200′; 270°–360°—3600′.

City, La Grange; State, Ga.; Airport name, Callaway; Elev., 700′; Fac. Class., BVOR; Ident., LGC; Procedure No. 1, Amdt. 6; Eff. date, 3 Apr. 65; Sup. Amdt. No. 5; Dated, 23 Dec. 61

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Albacore Int	LGB VOR	Direct	2000	T-dn*	300-1	300-1	200-½
Midway Int	LGB VOR (final)	Direct	1500	C-dn	500-1	500-1	600-1½
				A-dn	800-2	800-2	800-2

Radar vectoring and transitions via approved Long Beach radar patterns authorized.
Procedure turn S side of crs, 120° Outbnd, 300° Inbnd, 2000′ within 10 miles.
Minimum altitude over facility on final approach, 1500′.
Crs and distance, facility to airport, 274°—4.4 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.4 miles after passing LGB-VOR, turn right, climb on heading of 300° to 800′, turn left, climb on 200° heading to intercept LAX R-145 and proceed to San Pedro Int at 2500′.
CAUTION: Standard clearance over obstructions not provided for circling minimums; 500′ hill with oil derricks 1 mile S of airport. All circling and maneuvering shall be accomplished N of field.
Major change: Deletes transition from Huntington Beach FM.
*300-1 required on Runways 16L, 25L, and 34R; 600-1½ required for takeoff on Runway 16R.
MSA within 25 miles of facility: 045°-135°—6100′; 135°-225°—1600′; 225°-315°—3400′; 315°-045°—6600′.

City, Long Beach; State, Calif.; Airport name, Long Beach (Daugherty Field); Elev., 58′; Fac. Class., BVORTAC; Ident., LGB; Procedure No. 1, Amdt. 6; Eff. date, 3 Apr. 65; Sup. Amdt. No. 5; Dated, 7 Nov. 64

				T-dn	300-1	300-1	NA
				C-d	700-1	700-1	NA
				C-n	700-2	700-2	NA
				A-dn	NA	NA	NA

Procedure turn W side of crs, 001° Outbnd, 181° Inbnd, 2300′ within 10 miles.
Minimum altitude over facility on final approach crs, 2300′.
Crs and distance, facility to airport, 211°—8.2 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 8.2 miles after passing JOT VOR, make left turn, climbing to 2300′ and proceed direct to JOT VOR.
NOTE: No weather available.
MSA within 25 miles of facility: 000°-090°—2500′; 090°-180°—2100′; 180°-270°—2100′; 270°-360°—2300′.

City, Morris; State, Ill.; Airport name, Morris Municipal; Elev., 588′; Fac. Class., BVORTAC; Ident., JOT; Procedure No. 1, Amdt. 1; Eff. Date, 3 Apr. 65; Sup. Amdt. No. Orig.; Dated, 1 Feb. 64

Turtle Int	MSY VOR (final)	Direct	1500	T-dn	300-1	300-1	200-½
French Int	MSY VOR (final)	Direct	1500	C-d	700-1	500-1	500-1½
New Orleans H-SAB (LOM)	MSY VOR (final)	Direct	1500	C-n	800-2	800-2	800-2
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved procedures.
Procedure turn S side of crs, 259° Outbnd, 079° Inbnd, 1500′ within 10 miles.
Minimum altitude over facility on final approach crs, 1500′.
Crs and distance, facility to airport, 079°—7.4 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 7.4 miles after passing MSY VOR, climb to 2000′ on MSY VOR R-079 within 20 miles or, when directed by ATC, turn left, intercept MSY VOR R-064, climbing to 1500′ within 20 miles.
NOTE: Night operations not authorized Runways 8-26.
MSA within 25 miles of facility: 000°-090°—1500′; 090°-180°—2100′; 180°-270°—1500′; 270°-360°—1500′.

City, New Orleans; State, La.; Airport name, New Orleans-Lakefront; Elev., 10′; Fac. Class., BVORTAC; Ident., MSY; Procedure No. 1, Amdt. 6; Eff. date, 3 Apr. 65; Sup. Amdt. No. 5; Dated, 17 Oct. 64

PROCEDURE CANCELLED, EFFECTIVE 3 APR. 1965.

City, Nome; State, Alaska; Airport name, Nome FAA; Elev., 37′; Fac. Class., H-BVOR; Ident., OME; Procedure No. 2, Amdt. Orig.; Eff. date, 14 Nov. 64

OE LFR	OME VOR	Direct	2100	T-dn	300-1	300-1	200-½
				C-dn*	500-1	500-1	500-1½
				S-dn-27*	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs 090° Outbnd, 270° Inbnd, 1600′ within 10 miles.
Minimum altitude over facility on final approach crs, *1100′.
Crs and distance, facility to airport, 270°—4.8 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.8 miles after passing OME VOR, turn left, climb to 2100′ on R-128 OME VOR within 15 miles.
CAUTION: High terrain to 1200′ beyond 3 miles N. Radio tower 284′—3.3 miles ESE of airport.
*Maintain 650′ until past OE LFR. If OE LFR not indentified on final, ceiling minimums become 600′.
MSA within 25 miles of facility: 000°-090°—3300′; 090°-180°—1100′; 180°-270°—2000′; 270°-360°—4000′.

City, Nome; State, Alaska; Airport name, Nome FAA; Elev., 37′; Fac. Class., H-BVOR; Ident., OME; Procedure No. 1, Amdt. 1; Eff. date, 3 Apr. 65; Sup. Amdt. No. Orig.; Dated, 23 Nov. 63

				T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				A-dn	NA	NA	NA

Radar transition to final approach crs authorized. Aircraft will be released for final approach without procedure turn on final approach crs, 3 miles from OBK-VOR.
Procedure turn N side of crs, 306° Outbnd, 126° Inbnd, 2200′ within 10 miles. Nonstandard due to O'Hare approach area.
Minimum altitude over facility on final approach crs, 2200′.
Crs and distance, facility to airport, 126°—4.5 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 miles after passing OBK VOR, make left turn, climb to 2500′, and proceed direct to OBK VOR. Hold E OBK-VOR on R-091, Inbnd crs 271°, 1-minute right turns.
CAUTION: Gas tank 905′ located 3/4 mile NE of airport.
NOTES: No weather available. Advise O'Hare approach control when landing assured. Aircraft executing missed approach may, after being reidentified, be radar controlled.
Other change: Deletes transitions.
MSA within 25 miles of facility: 000°-090°—2100′; 090°-180°—2600′; 180°-270°—2600′; 270°-360°—2300′.

City, Northbrook; State, Ill.; Airport name, Sky Harbor; Elev., 681′; Fac. Class., BVORTAC; Ident., OBK; Procedure No. 1, Amdt. 3; Eff. date, 3 Apr. 65; Sup. Amdt. No. 2; Dated, 18 May 63

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn*	300-1	300-1	200-½
				C-dn	500-1	600-1	600-1½
				S-dn-4	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 203° Outbnd, 023° Inbnd, 5000′ within 10 miles.
Minimum altitude over facility on final approach crs, 5000′.
Crs and distance, facility to airport, 023°—6.0 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.0 miles after passing PVW-VOR, climb straight ahead on R-023 to 5000′ within 20 miles.
CAUTION: 125′ grain storage tanks located on S boundary of airport.
Other change: Deletes transitions.
*Aircraft taking off on Runway 4 must maintain runway heading until reaching 3900′.
MSA within 25 miles of facility: 000°-360°—4800′.

City, Plainview; State, Tex.; Airport name, Hale County; Elev., 3372′; Fac. Class., VOR; Ident., PVW; Procedure No. 1, Amdt. 3; Eff. date, 3 Apr. 65; Sup. Amdt. No. 2; Dated, 23 Mar. 63

Layton FM	SLC VOR (final)	Direct	4900	T-dn#	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				S-dn-16R-L*	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn W side crs, 329° Outbnd, 149° Inbnd, 6500′ within 10 miles.
Minimum altitude over facility on final approach crs, 4900′.
Crs and distance, facility to Runway 16R, 158°—2.9 miles; to Runway 16L, 149°—3.6 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.9 miles after passing VOR, make a right-climbing turn, climb to 9000′ on R-248 within 20 miles or, when directed by ATC, make a right-climbing turn, climb to 9000′ on R-329 SLC-VOR within 12 miles.
CAUTION: 5000′ terrain 4.6 miles E of VOR. High terrain S. 4541′ radio tower 3 miles SE of VOR.
Other change: Deletes transition from Salt Lake City RBn.
#Takeoff not authorized, Runway 7.
*400-¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.
MSA within 25 miles of facility: 060°-150°—12,500′; 150°-240°—11,600′; 240°-330°—7700′; 330°-060°—10,800′.

City, Salt Lake City; State, Utah; Airport name, Salt Lake City Municipal No. 1; Elev., 4226′; Fac. Class., BVORTAC; Ident., SLC; Procedure No. 1, Amdt. 9; Eff. date, 3 Apr. 65; Sup. Amdt. No. 8; Dated, 3 Oct. 64

PROCEDURE CANCELLED, EFFECTIVE 3 APR. 1965.

City, Shreveport; State, La.; Airport name, Downtown; Elev., 179′; Fac. Class., BVOR; Ident., SHV; Procedure No. 1, Amdt. 3; Eff. date, 28 Sept. 57; Sup. Amdt. No. 2; Dated, 9 Oct. 54

DAY VOR	ROD VOR	Direct	3000	T-dn	300-1	300-1	NA
TPC RBn	ROD VOR	Direct	3000	C-dn	500-1	500-1	NA
				S-dn-22	500-1	500-1	NA
				A-dn	NA	NA	NA

Procedure turn N side of crs, 063° Outbnd, 243° Inbnd, 3000′ within 10 miles.
Minimum altitude over facility on final approach crs, 3000′.
Crs and distance, facility to airport, 243°—5.7 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.7 miles, of ROD VOR, make climbing left turn to 3000′, return to ROD VOR. Hold NE of ROD-VOR, 1-minute right turns, 243° Inbnd.
CAUTION: No weather service available. Transmission towers, 1105′ on centerline Runway 22, 2500′ out.
MSA within 25 miles of facility: 000°-090°—2800′; 090°-360°—2300′.

City, Sidney; State, Ohio; Airport name, Sidney; Elev., 1020′; Fac. Class., BVORTAC; Ident., ROD; Procedure No. 1, Amdt. 3; Eff. date, 3 Apr. 65; Sup. Amdt. No. 2; Dated, 24 Mar. 62

				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-11	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 291° Outbnd, 111° Inbnd, 1500′ within 10 miles.
Minimum altitude over facility on final approach crs, 1000′.
Crs and distance, facility to airport, 111°—3.6 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.6 miles after passing VRB VOR, make left turn and return to VRB VOR, climbing to 1500′. Hold W, 291° Outbnd, 111° Inbnd, 1-minute right turns.
CAUTION: Warning area 7.6 miles E of airport.
MSA within 25 miles of facility: 000°-090°—1200′; 090°-180°—1300′; 180°-270°—1400′; 270°-360°—1400′.

City, Vero Beach; State, Fla.; Airport name, Vero Beach; Elev., 24′; Fac. Class., BVOR; Ident., VRB; Procedure No. 1, Amdt. 6; Eff. date, 3 Apr. 65; Sup. Amdt. No. 5; Dated, 15 Dec. 62

PROCEDURE CANCELLED, EFFECTIVE 3 APR. 1965.

City, West Palm Beach; State, Fla.; Airport name, Palm Beach International; Elev., 19′; Fac. Class., BVORTAC; Ident., PBI; Procedure No. 1, Amdt. 3; Eff. date, 15 Aug. 64; Sup. Amdt. No. 2; Dated, 25 Apr. 64

4. By amending the following terminal very high frequency omnirange (TerVOR) procedures prescribed in § 97.13 to read:

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
BE LFR	BKE VOR	Direct	7000	T-dn%	500-1	500-1	500-1
				C-dn	900-1	900-1	900-1½
				A-dn	1000-2	1000-2	1000-2
				If aircraft equipped with VOR and LFR/Z receivers, and River Int identified, the following minimums apply:*			
				C-dn	800-1	800-1	800-1¼

Descend in 1-minute right turn holding pattern SE of BKE-VOR on R-118 to 7000'.
Procedure turn N side of crs, 297° Outbnd, 117° Inbnd, 6300' within 10 miles. Beyond 10 miles not authorized.
Minimum altitude over River Int on final approach crs, 4300'; over facility, 3900'.*
Facility on airport.
Crs and distance, River Int to airport, 117°—1.6 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of BKE VOR, make immediate right turn, climb to 6300' Outbnd on R-297 BKE VOR within 15 miles, return to BKE VOR climbing to 7000'. All maneuvering N side of R-297.
CAUTION: High terrain all quadrants.
*If River Int not available, authorized minimum over BKE VOR is 4300'.
%Takeoffs all runways: All aircraft climb visually over the airport to 3900'. VOR equipped aircraft—climb to 5400' northwestbound on R-297 BKE VOR within 10 miles thence return to BKE VOR via R-297 climbing to cross BKE VOR at or above 7000'. All maneuvering N side R-297. Departures via V-182 westbound continue climb in holding pattern to 10,200 prior to departing on crs. LF equipped aircraft—climb direct to BE LFR thence continue to 5400' northwestbound on NW crs (300° bearing from) BE LFR within 10 miles thence return to BE LFR via NW crs (120° bearing to) climbing so as to cross BE LFR at or above 7000'. All maneuvering N side NW crs. If higher MEA is required for direction of flight, continue climb in holding pattern SE of BE LFR prior to departing on crs.
MSA within 25 miles of facility: 000°-090°—10,500'; 090°-180°—7700'; 180°-270°—10,200'; 270°-360°—9500'.

City, Baker; State, Oreg.; Airport name, Baker Municipal; Elev., 3368'; Fac. Class., L-BVORTAC; Ident., BKE; Procedure No. TerVOR-12, Amdt. 1; Eff. date, 3 Apr. 65; Sup. Amdt. No. Orig.: Dated, 23 Nov. 63

PWE VOR	BIE VOR	Direct	3000	T-dn	800-1	800-1	NA
O'Dell Int	BIE VOR	Direct	3000	C-dn	800-1	800-1	NA
				S-dn-13	800-1	800-1	NA
				A-dn	NA	NA	NA

Procedure turn W side of crs, 310° Outbnd, 130° Inbnd, 2600' within 10 miles.
Minimum altitude over facility on final approach crs, 1900'.
Facility on airport. Crs and distance breakoff point to Runway 13, 133°—0.5 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing BIE VOR, make left turn, climbing to 2700' on R-310 BIE VOR within 10 miles, turn left and return to BIE VOR.
NOTE: Altimeter setting from LNK FSS.
Other change: Deletes caution note.
MSA within 25 miles of facility: 000°-360°—2800'.

City, Beatrice; State, Nebr.; Airport name, Beatrice Municipal; Elev., 1318'; Fac. Class., L-BVOR (State-owned); Ident., BIE; Procedure No. TerVOR-13, Amdt. 4; Eff. date, 1 Apr. 65; Sup. Amdt. No. 3; Dated, 15 Sept. 62

				T-dn	300-1	300-1	200-½
				C-d	500-1	500-1	500-1½
				C-n	500-2	500-2	500-2
				S-dn-9	500-1	500-1	500-1
				A-dn*	800-2	800-2	800-2

Procedure turn S side of crs, 266° Outbnd, 086° Inbnd, 2100' within 10 miles.
Minimum altitude over facility on final approach crs, 1100'.
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing Escanaba VOR, make right climbing turn to 2400' on R-266 within 10 miles. Hold W on R-266 Escanaba VOR.
CAUTION: 1. Magnetic disturbance of as much as 14° exists at ground level at Escanaba. 2. 752' water tower, 1.3 miles NNE of airport.
NOTE: 122.1 and 126.7 receivers remoted from ESC VOR to MQT FSS.
*Alternate minimums authorized only during hours of control zone operation, or for air carriers with approved weather reporting service.
MSA within 25 miles of facility: 000°-090°—2200'; 090°-180°—1700'; 180°-270°—2300'; 270°-360°—2200'.

City, Escanaba; State, Mich.; Airport name, Escanaba Municipal; Elev., 603'; Fac. Class., LBVOR; Ident., ESC; Procedure No. TerVOR-9, Amdt. 2; Eff. date, 3 Apr. 65; Sup. Amdt. No. 1; Dated, 10 Nov. 62

GRI VOR	HSI VOR	Direct	3700	T-dn	300-1	300-1	200-1
				C-dn*	600-1	600-1	600-1½
				S-dn-14	600-1	600-1	600-1
				A-dn#	800-2	800-2	800-2
				The following minimums authorized for aircraft equipped with operating VOR and ADF receivers and Hansen Int identified:			
				C-dn	500-1	500-1	500-1½
				S-dn	500-1	500-1	500-1

Procedure turn W side of crs, 327° Outbnd, 147° Inbnd, 3700' within 15 miles.
Minimum altitude over facility on final approach crs, 2560'; over Hansen Int, 3500'.
Facility on airport. Crs and distance, Hansen Int to airport, 147°—5.0 miles; to VOR, 147°—5.2 miles; breakoff point to Runway 14, 140°—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing HSI VOR, climb to 3700' on R-147 within 15 miles, make right turn and return to HSI VOR.
CAUTION: 2707' tower, 2.8 miles NNE of airport.
NOTES: (1) When IFR flight planned to NW, N, or NE, maintain runway heading 140°-320° as appropriate until 3700' before departing on crs. (2) Altimeter setting from GRI FSS.
#Alternate minimums authorized only during hours control zone is effective.
*Lights on Runways 14-32 only.
MSA within 25 miles of facility: 315°-225°—3700'; 225°-315°—4200'.

City, Hastings; State, Nebr.; Airport name, Municipal; Elev., 1944'; Fac. Class., T-BVOR; Ident., HSI; Procedure No. TerVOR-14, Amdt. 1; Eff. date, 3 Apr. 65; Sup. Amdt. No. Orig.; Dated, 6 June 64

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn*	300–1	300–1	300–1
				C-dn	800–1	800–1	800–1½
				S-dn-8	800–1	800–1	800–1
				A-dn	1000–2	1000–2	1000–2
				Following minimums authorized for aircraft equipped with dual omni receivers operating normally and the Negaunee Int received.			
				C-dn	700–1	700–1	700–1½
				S-dn-8	600–1	600–1	600–1
				A-dn	800–2	800–2	800–2

Procedure turn S side of crs, 251° Outbnd, 071° Inbnd, 3200′ within 10 miles.
Facility on airport. Minimum altitude over facility on final approach crs, 2200′.
Crs and distance, breakoff point to approach end of runway, 077°—0.5 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of MQT VOR, climb to 2800′ on R-083 MQT VOR within 20 miles.
CAUTION: 2241′ tower, 5 miles SW of airport. 2110′ tower, 4 miles SW of airport.
NOTE: Sliding scale not applicable.
*Runway 8–26: Climb to 2400′ prior to making right or left turn. 700–1 required for Runway 1–19.
MSA within 25 miles of facility: 000°–090°—2800′; 090°–180°—2600′; 180°–270°—3300′; 270°–360°—2800′.

City, Marquette; State, Mich.; Airport name, Marquette County; Elev., 1419′; Fac. Class., BVOR; Ident., MQT; Procedure No. TerVOR-8, Amdt. 3; Eff. date, 3 Apr. 65; Sup. Amdt. No. 2; Dated, 7 Apr. 62

				T-dn	300–1	300–1	300–1
				C-dn	700–1	700–1	700–1½
				S-26-dn	600–1	600–1	600–1
				A-dn	800–2	800–2	800–2
				Following minimums authorized for aircraft equipped with dual VOR and the Forestville Int received or radar identified:			
				S-dn-26	500–1	500–1	500–1

Procedure turn N side of final approach crs, 085° Outbnd, 265° Inbnd, 3200′ within 10 miles.
Minimum altitude over facility on final approach crs, 2000′.
Crs and distance breakoff point to approach end of runway, 257°—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of MQT VOR, make right-climbing turn to 2800′ on R-316 of MQT VOR within 20 miles.
CAUTION: 2241′ tower 5 miles SW of airport. 2110′ tower 4 miles SW of airport. 1784′ tower 2 miles N of airport. Rough unlighted terrain all quadrants, highest N and E within 2 miles at 1700′.
NOTES: (1) Takeoffs Runway 8–26 climb to 2400′ prior to making right or left trun. (2) Radar transitions to final approach crs are authorized between 360° CW to 210° within 12 miles of MQT VOR by K. I. Sawyer Radar. Minimum radar altitude this area 3200′.
AIR CARRIER NOTE: Sliding scales not applicable. 700–1 required for takeoffs Runways 1–19.
MSA within 25 miles of facility: 000°–090°—2800′; 090°–180°—2600′; 180°–270°—3300′; 270°–360°—2800′.

City, Marquette; State, Mich.; Airport name, Marquette County; Elev., 1419′; Fac. Class., BVOR; Ident., MQT; Procedure No. TerVOR-26, Amdt. 2; Eff. date, 3 Apr. 65; Sup. Amdt. No. 1; Dated, 17 Mar. 62

A point abeam PNE RBn	PNE VOR (final)	Direct	500	T-dn	300–1	300–1	200–½
ARD VOR	Old Star Int	Via radar vectors*	800	C-dn	700–1	700–1	700–1½
Old Star Int	PNE VOR (final)	Direct	800	S-dn-24	700–1	700–1	700–1
				A-dn	800–2	800–2	800–2
				If a point abeam PNE RBn identified, the following minimums apply:			
				C-dn	500–1	500–1	500–1½
				S-dn-24	400–1	400–1	400–1

Procedure turn E or N side of crs, 055° Outbnd, 235° Inbnd, 2000′ within 10 miles of PNE RBn.
Direction of procedure turn to be issued with approach clearance.
Minimum altitude over facility on final-approach crs, 800′ (500′ if a point abeam PNE RBn identified).
Facility on airport.
Crs and distance, breakoff point to approach end of Runway 24, 241°—1.0 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of PNE VOR, make a right-climbing turn to 2000′ on R-055 within 10 miles, then return to VOR.
Hold NE 1-minute right turns, Inbnd crs, 235°.
*Radar vectors authorized in accordance with Philadelphia approach control radar patterns.
MSA within 25 miles of facility: 000°–090°—1500′; 090°–180°—1500′; 180°–270°—2400′; 270°–360°—2400′.

City, Philadelphia; State, Pa.; Airport name, North Philadelphia; Elev., 120′; Fac. Class., T-VOR; Ident., PNE; Procedure No. TerVOR-24, Amdt. 7; Eff. date, 3 Apr. 65; Sup. Amdt. No. 6; Dated, 9 Jan. 64

Murdock Int	SRQ VOR	Direct	1500	T-dn	300–1	300–1	200–½
Hansen Int	SRQ VOR	Direct	1500	C-dn	500–1	500–1	500–1½
Egmont RBn	SRQ VOR	Direct	1500	S-dn-13	500–1	500–1	500–1
				A-dn#	800–2	800–2	800–2

Procedure turn S side of crs, 297° Outbnd, 117° Inbnd, 1500′ within 10 miles.
Minimum altitude over facility on final approach crs, 500′.
Facility on airport: Breakoff point to Runway 13, 133°—0.1 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished with 0 mile of SRQ-VOR, climb to 1500′ on R-117 within 20 miles.
#Limited weather information available to public. Alternate usage authorized for air carriers only.
MSA within 25 miles of facility: 000°–090°—1300′; 090°–180°—1400′; 180°–270°—1200′; 270°–360°—1400′.

City, Sarasota; State, Fla.; Airport name, Sarasota-Bradenton; Elev., 24′; Fac. Class., BVOR; Ident., SRQ; Procedure No. TerVOR-13, Amdt. 3; Eff. date, 3 Apr. 65; Sup. Amdt. No. 2; Dated, 26 May 62

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn	[illegible]-1	300-1	200-½
				C-dn	[illegible]-1	[illegible]-1	600-1¼
				S-dn-24	600-1	600-1	600-1
				A-dn	800-2	[illegible]-2	800-2

Procedure turn N side of crs, 073° Outbnd, 253° Inbnd, 2100′ within 10 miles.
Minimum altitude over facility on final approach crs, 1500′.
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of ALO VOR, climb to 2500′ on R-236 within 10 miles.
NOTE: When authorized by ATC DME may be used to position aircraft for straight-in approach at 2500′ between R-300 clockwise to R-145 via 6-mile DME arc with the elimination of procedure turn.
MSA within 25 miles of facility: 090°–180°—3100′; 180°–090°—2400′.

City, Waterloo; State, Iowa; Airport name, Waterloo Municipal; Elev., 870′; Fac. Class., L-BVORTAC; Ident., ALO; Procedure No. TerVOR-24, Amdt. 4; Eff. date, 1 Apr. 65; Sup. Amdt. No. 3; Dated, 22 Aug. 64

5. By amending the following very high frequency omnirange-distance measuring equipment (VOR/DME) procedures prescribed in § 97.15 to read:

VOR/DME STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.
If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
20-mile DME Fix R-297	15-mile DME Fix R-297	Direct	[illegible]000	T-dn%	500-1	500-1	500-1
15-mile DME Fix R-297	10-mile DME Fix R-297	Direct	6300	C-dn	500-1	500-1	500-1½
10-mile DME Fix R-297	3-mile DME Fix R-297	Direct	[illegible]000	A-dn	1000-2	1000-2	1000-2
3-mile DME Fix R-297	0-mile DME Fix R-297	Direct	3900				
10-mile DME Fix R-118	BKE VOR	Direct	6300				

Procedure turn N side of crs, 297° Outbnd, 117° Inbnd, 6300′ within 10 miles. Beyond 10 miles not authorized.
Minimum altitude over 3-mile DME Fix on final approach crs, 4300′; over facility, 3900′.
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of BKE-VOR, make immediate right turn, climb to 6300′ Outbnd on R-297 BKE-VOR within 15 miles, return to BKE VOR climbing to 7000′. All maneuvering N side of R-297.
CAUTION: High terrain all quadrants.
%Takeoffs all runways: All aircraft climb visually over the airport to 3900′. VOR equipped aircraft—climb to 5400′ northwestbound on R-297 BKE VOR within 10 miles thence return to BKE VOR via R-297 climbing to cross BKE VOR at or above 7000′. All maneuvering N side R-297. Departures via V-182 westbound continue climb in holding pattern to 10,200′ prior to departing on crs. LF equipped aircraft—climb direct to BE LFR, thence continue climb to 5400′ northwestbound on NW crs (300° bearing from) BE LFR within 10 miles, thence return to BE LFR via NW crs (120° bearing to) climbing so as to cross BE LFR at or above 7000′. All maneuvering N side NW crs. If higher MEA is required for direction of flight continue climb in holding pattern SE of BE LFR prior to departing on crs.
MSA within 25 miles of facility: 000°–090°—10,500′; 090°–180°—7700′; 180°–270°—10,200′; 270°–360°—9500′.

City, Baker; State, Oreg.; Airport name, Baker Municipal; Elev., 3368′; Fac Class., L-BOVRTAC; Ident., BKE; Procedure No. VOR/DME No. 1, Amdt. 1; Eff. date, 3 Apr. 65; Sup. Amdt. No. Orig.; Dated, 23 Nov. 63

FOD VORTAC	11-mile DME Fix R-120	Direct	[illegible]000	T-dn¢	300-1	300-1	200-½
				C-dn¢	400-1	500-1	500-1½
				S-dn-30¢	400-1	400-1	400-1
				A-dn#	800-2	[illegible]00-2	800-2

Procedure turn E side of crs, 120° Outbnd, 300° Inbnd, 2800′ between 11- and 21-mile DME Fix R-120.
Minimum altitude over 11-mile DME Fix R-120 on final approach crs, 2600′.
Crs and distance, 11-mile DME Fix R-120 to airport, 300°—4.7 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at 6.3-mile DME Fix R-120, climb to 2800′ on R-300 within 10 miles, return to VOR and hold on R-300.
NOTES: (1) When weather is below 700–1 aircraft departing southbound, flight below 2300′ is prohibited between radials 120° and 175° inclusive of the FOD-VORTAC due to 1773′ tower 3.7 miles S of the airport. (2) When authorized by ATC, FOD DME may be used to position aircraft for straight-in approach at 2800′ between R-049 CW to R-215 via 17-mile DME arc with the elimination of procedure turn.
AIR CARRIER NOTE: Alternate minimums of 800–2 authorized 24 hours daily for air carriers with weather reporting services at the airport.
#Alternate minimums authorized only during hours of control zone operation.
¢Night takeoffs and landings not authorized Runways 17/35.
MSA within 25 miles of facility: 000°–090°—2500′; 090°–180°—2800′; 180°–270°—2300′; 270°–360°—2500′.

City, Fort Dodge; State, Iowa; Airport name, Fort Dodge Municipal; Elev., 1160′; Fac. Class., BVORTAC; Ident., FOD; ProcedureNo. VOR/DME-1, Amdt. Orig.; Eff. date, 1 Apr. 65

Albacore Int (10.8-mile DME Fix LGB R-171).	LGB VOR	Direct	2500	T-dn	300-1	300-1	NA
				C-dn*	800-1	800-1	NA
San Pedro Int (16.2-mile DME Fix LGB R-210).	LGB VOR	Direct	[illegible]00	A-dn#	[illegible]000-2	1000-2	NA

Radar vectoring utilizing Long Beach radar patterns authorized in accordance with approved patterns.
Procedure turn E side of crs, 200° Outbnd, 020° Inbnd, 2500′ within 10 miles.
Minimum altitude over facility on final approach crs, 2500′.
Crs and distance, facility to airport, 020°—6.5 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at LGB 6.0-mile DME Fix, make right-climbing turn via 6.5-mile DME orbit to intercept and climb Inbnd on LGB R-053 to cross LGB minimum 2000′.
NOTE: (1) When authorized by LGB approach control, DME may be used within 10 miles from R-120 clockwise to R-251 at 2500′ to position aircraft for straight-in approach with elimination of procedure turn.
*CAUTION: Derrick 752′—2.0 miles NNE of airport. Radio tower 823′—1.9 miles W of airport. All maneuvering S of airport only.
#Weather service 0600 to 2200.
MSA within 25 miles of facility: 045°–135°—6100′; 135°–225°—1300′; 225°–315°—3400′; 315°–045°—6600′.

City, Fullerton; State, Calif.; Airport name, Fullerton Municipal; Elev., 96′; Fac. Class., L-BVORTAC; Ident., LGB; Procedure No. VOR/DME No. 1, Amdt. 4; Eff. date, 1 Apr. 65; Sup. Amdt. No. 3; Dated, 26 Oct. 63

VOR/DME STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
ALO VORTAC	4.0-mile DME Fix R-115	Direct	3100	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-30	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 115° Outbnd, 295° Inbnd, 3100′ between 4- and 14-mile DME Fix R-115.
Minimum altitude over 4.0-mile DME Fix R-115 on final approach crs, 2000′.
Crs and distance, 4.0-mile DME Fix R-115 to airport, 295°—3.6 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at 0.4-mile DME Fix R-115, climb to 3500′ on R-304 to Shell Rock Int and hold NW 124° Inbnd with left turns.
NOTE: 1. When authorized by ATC, DME may be used to position aircraft for straight-in approach at 3100′ between R-090 clockwise to R-240 via 10-mile DME arc with the elimination of procedure turn. 2. Final approach from holding pattern at 4.0-mile DME Fix R-115 not authorized. Procedure turn required.
MSA within 25 miles of facility: 090°–180°—3100′; 180°–090°—2400′.

City, Waterloo; State, Iowa; Airport name, Waterloo Municipal; Elev., 870′; Fac. Class., L-BVORTAC; Ident., ALO; Procedure No. VOR/DME No. 1, Amdt. 1; Eff. date, 1 Apr. 65; Sup. Amdt. No. Orig.; Dated, 22 Aug. 64

PBI RBn	PBI VOR	Direct	1500	T-dn	300-1	300-1	200-½
				C-dn	400-	500-1	500-1½
				S-dn-9°#	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 275° Outbnd, 095° Inbnd, 1500′ within 10 miles.
Minimum altitude over facility on final approach crs, 700′.
Crs and distance, facility to airport, 095°—2.8 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.8 miles after passing VOR, climb to 1500′ on PBI VOR R-095 within 20 miles of VOR.
NOTES: When authorized by ATC, West Palm Beach DME 10-mile orbit may be used from R-181 clockwise thru R-275 at 2000′ and from R-275 clockwise thru R-358 at 1500′ to Crowfoot Int in order to position aircraft for a straight-in approach with the elimination of the procedure turn.
#4000-½ authorized, except for 4-engine turbojet aircraft, with operative ALS.
40-¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.
*MSA within 25 miles of facility: 000°–090°—1700′; 090°–180°—1400′; 180°–270°—2100′; 270°–360°—1400′.

City, West Palm Beach; State, Fla.; Airport name, Palm Beach International; Elev., 19′; Fac. Class., BVORTAC; Ident., PBI; Procedure No. VOR/DME No. 1, Amdt. Orig.; Eff. date, 3 Apr. 65

6. By amending the following instrument landing system procedures prescribed in § 97.17 to read:

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.
If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Annette Island LFR	GVN RBn	Direct	4000	T-dn*	300-1	300-1	200-½
Guard Island Int	GVN RBn (final)	Direct	4000	C-dn*	500-1½	500-2	500-2
				S-dn-12#	300-½	300-½	300-½
				A-dn	600-2	600-2	600-2

Procedure turn E side of crs, 303° Outbnd, 123° Inbnd, 4000′ within 10 miles of GVN RBn. Nonstandard due to terrain.
Minimum altitude at glide slope interception Inbnd, 3700′.
Altitude of glide slope and distance to approach end of runway at GVN RBn, 3521′—9.6 miles; at ANN LFR, 710′—1.3 miles; at MM, 358′—0.5 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, turn right, climb to 4200′ on 155° bearing from ANN LFR within 20 miles.
CAUTION: Glide slope angle set at 3.27° to obtain obstruction clearance. Terrain 1000′ within 1.9 miles N through E. Davison Mountain 2882′—2.9 miles E, Tamgas Mountain 3591′—5.1 miles ENE of airport.
NOTE: All maneuvering for circling to be conducted W of airport.
#If glide slope inoperative minimums become 300-¾ descent below 519′ not authorized until past ANN LFR.
*Runways 2-20: Night operation not authorized. Runway 2: T-d restricted to 600-1 due to high terrain N through E, 1000′ within 2 miles. Make immediate left turn after takeoff.

City, Annette Island; State, Alaska; Airport name, Annette FAA; Elev., 119′; Fac. Class., ILS; Ident., I-ANN; Procedure No. ILS-12, Amdt. 9; Eff. date, 3 Apr. 65; Sup. Amdt. No. 8; Dated, 9 May 64

Atlanta RBn	AL LOM	Direct	2500	T-dn	300-1	300-1	200-½
Atlanta VOR	AL LOM	Direct	2500	C-dn	500-1	500-1	500-1½
Harrison Int	AL LOM	Direct	3000	S-dn-9R*	200-½	200-½	200-½
Chattahoochee Int	AL LOM (final)	Direct	2500	A-dn	600-2	600-2	600-2
Raymond Int	AL LOM	Direct	2500				

Radar transitions and vectoring authorized in accordance with approved patterns.
Procedure turn S side of crs, 269° Outbnd, 089° Inbnd, 2500′ within 10 miles.
Minimum altitude at glide slope interception Inbnd, 2500′.
Altitude of glide slope and distance to approach end of runway at OM 2500′—5.0 miles; at MM 1226′—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 3000′, turn right and proceed direct to MDU VOR.
NOTE: Aircraft executing missed approach may, after being reidentified, be radar controlled.
*500-¾ required when glide slope not utilized.

City, Atlanta; State, Ga.; Airport name, Atlanta; Elev., 1024′; Fac. Class., ILS; Ident., I-ALR; Procedure No. ILS-9R, Amdt. 1; Eff. date, 3 Apr. 65; Sup. Amdt. No. Orig.; Dated, 2 Jan. 65

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
August VOR	LOM	Direct	1800	T-dn	300-1	300-1	#200-½
Augusta RBn	LOM	Direct	1800	C-dn	600-1	600-1	600-1¼
Mallard Int	LOM	Direct	2000	S-dn-35°	200-½	200-½	200-½
Trenton Int	LOM	Direct	2000	A-dn	600-2	600-2	600-2
Clarice Int	LOM	Direct	1800				
Shell Bluff Int	LOM (final)	Direct	1500				

Procedure turn W side of crs, 168° Outbnd, 348° Inbnd, 1600′ within 10 miles.
Minimum altitude at glide slope interception Inbnd, 1500′.
Altitude of glide slope and distance to approach end of runway at OM, 1470′—4.5 miles; at MM, 332′—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2000′ on 348° crs from LOM within 10 miles or, when directed by ATC, turn left and climb to 2000′ on 346° crs Augusta RBn within 20 miles or, turn left, climb to 2000′, and proceed direct to AGS VOR.
CAUTION: Antenna tower 1883′—6.0 miles ENE Bush Field.
Other change: Deletes transition from Sardis Int.
#300-1 required on Runway 26.
*400-¾ required when glide slope not utilized.

City, Augusta; State, Ga.; Airport name, Bush Field; Elev., 145′; Fac. Class., ILS; Ident., I-AGS; Procedure No. ILS-35, Amdt. 10; Eff. date, 3 Apr. 65; Sup. Amdt. No. 9; Dated, 14 Dec. 63

Buffalo VOR	SW crs ILS	Via BUF R-264-6 miles.	2400	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
Crystal Beach Int	Cheektowaga FM (final)	VOR R-250 and SW crs ILS.	*1500	S-dn-5#	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved radar patterns.
Procedure turn S side SW crs, 232 Outbnd, 052 Inbnd, 2400′ within 10 miles of Cheektowaga FM.
No glide slope.
Minimum altitude over Cheektowaga FM on final approach crs, 1500′.
Crs and distance, Cheektowaga FM to Runway 5, 052°—2.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.3 miles after passing Cheektowaga FM, climb to 2000′ on NE crs ILS to BU LOM. Hold NE BU LOM right turns, 1 minute, 232° Inbnd.
*Maintain 2400′ until established Inbnd on ILS SW crs.
#400-¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

City, Buffalo; State, N.Y.; Airport name, Greater Buffalo International; Elev., 719′; Fac. Class., ILS; Ident., I-BUF; Procedure No. ILS-5 (back crs), Amdt. 7; Eff. date, 3 Apr. 65; Sup. Amdt. No. 6; Dated, 31 Aug. 63

Buffalo MHW	LOM	Direct	2000	T-dn	300-1	300-1	200-½
Wolcottsville Int	LOM (final)	Direct	1600	C-dn	400-1	500-1	500-1½
Buffalo VOR	LOM	Direct	1800	S-dn-23#	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved radar patterns.
Procedure turn N side of crs, 052° Outbnd, 232° Inbnd, 1900′ within 10 miles of LOM.
Minimum altitude over LOM on final approach crs, 1900′.
Crs and distance, LOM to airport, 232°—3.6 miles. MM to airport, 232°—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.6 miles, climb to 2500′ on SW crs ILS, intercept BUF VOR R-250, proceed to Crystal Beach Int. Hold W, right turns, 1 minute, 070° Inbnd, or as directed by ATC, climb to 2000′ on SW crs ILS within 10 miles. Make left turn, proceed direct to BU LOM, hold NE BU LOM, right turns, 1 minute, 232° Inbnd.
CAUTION: 1349′ TV tower 5 miles WNW of airport.
No glide slope.
#400-¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

City, Buffalo; State, N.Y.; Airport name, Greater Buffalo International; Elev., 719′; Fac. Class., ILS; Ident., I-BUF; Procedure No. ILS-23, Amdt. 12; Eff. date, 3 Apr. 65. Sup. Amdt. No. 11; Dated, 7 July 62

Black Forest Int	LOM	Direct	8200	T-dn%	300-1	300-1	200-½
Hanover Int	LOM	Direct	7000	C-dn	600-1	600-1	600-1½
Security Int	LOM (final)	Direct	7100	S-dn-35	200-½	200-½	200-½
Pinon Int	Security Int	Direct	7300	A-dn	600-2	600-2	600-2
COS VOR	LOM	Direct	8000				

Radar vectoring authorized in accordance with approved patterns.
*Procedure turn E side S crs, 166° Outbnd, 346° Inbnd, 7300′ within 10 mile.
Minimum altitude at glide slope interception Inbnd, 7100′.
Altitude of glide slope and distance to approach end of Runway at OM, 7061′—3.3 miles; at MM, 6272′—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make a right-climbing turn to 8000′ on R-075 of PEF VOR within 20 miles or, when directed by ATC, make right-climbing turn and climb to 8000′ on COS VOR R-152 within 20 miles of VOR.
CAUTION: 7190′ tower 8 miles N of airport; 7923′ tower 14 miles N of airport; sharply rising terrain W of airport.
*Procedure turn not authorized when R-260I in use.
%Westbound (210° thru 315°) IFR departures climb on PEF VOR R-075 and V-19 to Peyton Int, then climb between Peyton Int and COS VORTAC to cross COS VORTAC westbound at or above 14,100′; or comply with radar vectors.

City, Colorado Springs; State, Colo.; Airport name, Peterson Field; Elev., 6172′; Fac. Class., ILS; Ident., I-COS; Procedure No. ILS-35, Amdt. 19; Eff. date, 3 Apr. 65; Sup. Amdt. No. 18; Dated, 13 Mar. 65

Justin Int	Keller Int	Direct	2000	T-dn	300-1	300-1	200-½*
Keller Int	OM (final)	Direct	2000	C-dn	600-1	600-1	600-1¼
Joshua Int	OM	Via FTW ILS	2300	S-dn-17#%	300-¾	300-¾	300-¾
				A-dn	600-2	600-2	600-2

Radar vectoring may be used to position A/C for final approach N of OM with elimination of procedure turn.
Procedure turn E side of crs, 354° Outbnd, 174° Inbnd, 2000′ within 10 miles of OM. Beyond 10 miles not authorized.
Nonstandard due to ATC requirements.
Minimum altitude at glide slope interception Inbnd, 2000′.
Altitude of glide slope and distance to approach end of runway at OM, 2000′—3.5 miles, at MM, 950′—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2000 on S crs ILS within 20 miles.
CAUTION: 956′ grain elevator 1.5 miles N and 990′ grain elevator 1.9 miles N of airport.
*300-1 required for takeoff Runways 9-27 and 13-31.
#600-¾ required when glide slope not utilized.
%400-1 required when control tower is not in operation. Normal hours of tower operation, 0700-2300 daily.

City, Fort Worth; State, Tex.; Airport name, Meacham Field; Elev., 692′; Fac. Class., ILS; Ident., I-FTW; Procedure No. ILS-17, Amdt. 17; Eff. date, 3 Apr. 65; Sup. Amdt. No. 16; Dated, 19 Sept. 64

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
HUT VOR	LOM	Direct	2900	T-dn	300-1	300-1	200-½
Sterling Int	LOM	Direct	3200	C-dn	500-1	500-1	500-1½
Buhler Int	LOM	Direct	4000	S-dn-13°	200-½	200-½	200-½
Burrton Int	LOM	Direct	4000	A-dn	600-2	600-2	600-2
Groveland Int	LOM	Direct	3200				

Procedure turn N side crs, 308° Outbnd, 128° Inbnd, 2900′ within 10 miles of LOM.
Minimum altitude at glide slope interception Inbnd, 2900′.
Altitude of glide slope and distance to approach end of runway at OM, 2831′—4.0 miles; at MM, 1765′—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, proceed to HUT VOR climbing to 3000′ via the SE crs of HUT ILS and 052° radial of HUT VOR.
CAUTION: 3049′ TV tower located 3.5 miles E of airport. Aircraft taking off to N, S, NE, SE, climb to 3500′ prior to proceeding toward TV tower.
*500-1 required when glide slope not utilized.

City, Hutchinson; State, Kans.; Airport name, Hutchinson Municipal; Elev., 1542′; Fac. Class., ILS; Ident., IHUT; Procedure No. ILS-13, Amdt. 3; Eff. date, 1 Apr. 65; Sup. Amdt. No. 2; Dated, 3 Nov. 62

HUT VOR	Storage Int	Direct	4000	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-31#	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side crs, 128° Outbnd, 308° Inbnd, 3300′ within 10 NM of Storage Int.
Minimum altitude over Storage Int on final approach crs, 3000′.
Crs and distance, Storage Int to airport, 308°—4.9 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.9 miles after passing Storage Int, climb on NW crs HUT ILS to 2900′ and proceed to LOM, or when directed by ATC, proceed to HUT-VOR climbing to 3000′ via the ILS crs and the 353° radial of HUT-VOR.
CAUTION: 3049′ TV tower located 3.5 miles E of airport. Aircraft taking off to N, S, NE, SE, climb to 3500′ prior to proceeding toward TV tower.
NOTE: 1. Final approach from holding pattern at Storage Int not authorized. Procedure turn required. Maintain 4000′ until established Outbnd SE of Storage Int. 2. Operating dual VOR equipment required to execute this procedure.
#400-¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

City, Hutchinson; State, Kans.; Airport name, Hutchinson Municipal; Elev., 1542′; Fac. Class., ILS; Ident., I-HUT; Procedure No. ILS-31 (back crs), Amdt. 3; Eff. date, 1 Apr. 65; Sup. Amdt. No. 2; Dated, 1 Feb. 64

Albacore Int	LOM	Direct	2200	T-dn*	300-1	300-1	200-½
Midway Int	LOM (final)	Direct	1500	C-dn	500-1	600-1	600-1½
San Pedro Int	LOM	Direct	2200	S-dn-30#	300-¾	300-¾	300-¾
LGB VOR	LOM	Direct	2200	A-dn	600-2	600-2	600-2

Radar vectoring to final approach crs authorized.
Procedure turn S side SE crs, 120° Outbnd, 300° Inbnd, 2200′ within 10 miles of LOM. Beyond 10 miles not authorized.
Minimum altitude at glide slope Int Inbnd, 1500′.
Altitude of glide slope and distance to approach end of runway at OM, 1344′—4.3 miles; at MM, 230′—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 800′ on NW crs LGB ILS, turn left, climb on 200° heading to intercept LAX R-145 and proceed to San Pedro Int at 2500′.
CAUTION: Standard clearance over obstructions not provided for circling minimums; 500′ hill with oil derricks 1 mile S of airport. All circling and maneuvering shall be accomplished N of field.
Other change: Deletes transition from Huntington Beach FM.
*300-1 required for takeoff Runways 16L, 25L, 34R; 600-1½ required for takeoff Runway 16R.
#Straight-in landing minimums are 400-1 with glide slope inoperative.

City, Long Beach; State, Calif.; Airport name, Long Beach (Daugherty Field); Elev., 58′; Fac. Class., ILS; Ident., I-LGB; Procedure No. ILS-30, Amdt. 21; Eff. date, 3 Apr. 65; Sup. Amdt. No. 20; Dated, 7 Nov. 64

Tulsa VOR	DW LOM	Direct	2500	T-dn	300-1	300-1	*200-½
Collinsville Int	DW LOM	Direct	[illegible]	C-dn	400-1	500-1	500-1½
Big Cabin Int	DW LOM	Direct	2500	S-dn-17L	200-½	200-½	200-½
Will Rogers Int	DW LOM	Direct	2500	A-dn	600-2	600-2	600-2
Murnan Int	DW LOM (final)	Direct	2200				

Radar vectoring may be used to position aircraft for a final approach within 5 miles N of DW LOM with the elimination of procedure turn.
Procedure turn W side of crs, 354° Outbnd, 174° Inbnd, 2200′ within 10 miles.
Crs and distance, DW LOM to airport, 174°—5.6 miles; WE LMM to airport, 174°—0.6 mile.
Minimum altitude at glide slope interception Inbnd, 2200′.
Altitude of glide slope and distance to approach end of runway at OM, 2190′—5.6 miles; at MM, 835′—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2500′ on crs 174° within 20 miles of DW LOM or, when directed by ATC, climb to 2500′ on TUL-VOR R-035 within 20 miles.
NOTE: Glide slope angle, 2.5°.
*300-1 required on Runways 3L, 21R, 17R, and 35L.

City, Tulsa; State, Okla.; Airport name, Tulsa International; Elev., 674′; Fac. Class., ILS; Ident., I-DWE; Procedure No. ILS-17L, Amdt. 1; Eff. date, 3 Apr. 65; Sup. Amdt. No. Orig.; Dated, 7 Sept. 63

Shell Rock Int	LOM (final)	Direct	[illegible]	T-dn	300-1	300-1	200-½
New Hartford Int	LOM	Direct	2500	C-dn	400-1	500-1	500-1½
Waverly Int	LOM	Direct	[illegible]	S-dn-12°	200-½	200-½	200-½
ALO VOR	LOM	Direct	[illegible]	A-dn	600-2	600-2	600-2
Reinbeck Int	LOM	Direct	2500				

Procedure turn W side of crs, 303° Outbnd, 123° Inbnd, 2500′ within 10 miles.
Minimum altitude at glide slope interception Inbnd, 2300′.
Altitude of glide slope and distance to approach end of runway at LOM, 2239′—4.5 miles; at LMM, 1060′—.5 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2500′ on the ALO VOR R-094 within 20 miles or, when directed by ATC, (1) climb to 2500′ on the ALO VOR R-141 within 20 miles, (2) climb to 2500′ on SE crs of ILS within 10 miles.
NOTE: When authorized by ATC, ALO DME may be used to position aircraft for straight-in approach at 2300′ between R-205 clockwise to R-350 via 12-mile DME arc with the elimination of procedure turn.
*400-¾ required when glide slope not utilized.

City, Waterloo; State, Iowa; Airport name, Waterloo Municipal; Elev., 870′; Fac. Class., ILS; Ident., I-ALO; Procedure No. ILS-12, Amdt. 6; Eff. date, 1 Apr. 65; Sup. Amdt. No. 5; Dated, 22 Aug. 64

7. By amending the following radar procedures prescribed in § 97.19 to read:

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach, except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
		Within:		Precision approach			
070°	290°	15 miles	2500				
290°	070°	15 miles	[illegible]	S-dn-##9L	200-½	200-½	200-½
000°	360°	15–25 miles	[illegible]	A-dn-9L	600-2	600-2	600-2
				Surveillance approach			
				T-dn#	300-1	300-1	200-½
				C-dn*	400-1	500-1	500-1½
				C-dn-15, 9L, 9R	500-1	500-1	500-1½
				S-dn*%	400-1	400-1	400-1
				S-dn-15, 9L, 9R	500-1	500-1	500-1
				A-dn	[illegible]-2	800-2	800-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, 9L and 3: Climb to 3000' and proceed to Tucker Int via ATL VOR R-033. 9R and 15: Climb to 3000' and proceed direct to MDU VOR. 27R and 33: Climb to 3000' and proceed to Chattahoochee Int via REG VOR R-269. 27L: Climb to 3000' and proceed direct to ATL VOR.

NOTE: Aircraft executing missed approach may, after being reidentified, be radar controlled.

%Runways 27L and 27R: 400-¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

Runway 33: 400-¼ authorized, except for 4-engine turbojet aircraft, with operative ALS.

*Runways 27L, 27R, 33, 3.

##Runway visual range 2600' also authorized for landing on Runway 9L, provided all components of the PAR, high-intensity runway lights, approach lights, condenser discharge flashers, outer compass locator, and all related airborne equipment are operating satisfactorily. Descent below 1224' shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.

#Runway visual range 2600' also authorized for takeoff on Runway 9L, in lieu of 200-½ when 200-½ is authorized, provided high-intensity runway lights are operational.

City, Atlanta; State, Ga.; Airport name, Atlanta; Elev., 1024'; Fac. Class. and Ident., Atlanta Radar; Procedure No. 1, Amdt. 10; Eff. date, 3 Apr. 65; Sup. Amdt. No. 9; Dated, 2 Jan. 65

		Within:		Surveillance approach			
290	045	30 miles	[illegible]				
045	290	20 miles	[illegible]	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-15*#	400-1	400-1	400-1
				S-dn-33*	400-1	400-1	400-1
				A-dn	[illegible]-2	[illegible]-2	800-2

All bearings and distances are from radar antenna site with sector azimuths progressing clockwise. Radar control must provide 3 miles or 1000' vertical separation from the following towers: 1949'—16.5 miles SW; 1949'—17 miles WSW; and 1049'—9.5 miles WSW.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, Runway 15: turn right, climb to 2000' on JAN VOR R-163 within 20 miles. Runway 33: climb to 2000' on JAN VOR R-151; proceed to JAN VOR.

#400-½ authorized, except for 4-engine turbojet aircraft, with operative ALS.

*400-¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

City, Jackson; State, Miss.; Airport name, Allen C. Thompson Field; Elev., 345'; Fac. Class. and Ident., Jackson Radar; Procedure No. 1, Amdt. 2; Eff. date, 3 Apr. 65; Sup. Amdt. No. 1; Dated, 15 Aug. 64

000°	360°	Within 30 miles	[illegible]	Precision approach			
				T-dn*#	300-1	300-1	200-½
				C-dn	700-1	700-1	700-1½
				S-dn-10R##	200-½	200-½	200-½
				A-dn	700-2	700-2	700-2
				Surveillance approach			
				T-dn*	[illegible]-1	300-1	200-½
				C-dn	[illegible]-1	800-1	800-1½
				S-dn-28R/10R$	700-1	700-1	700-1
				S-dn-20	[illegible]-1	[illegible]-1	800-1
				A-dn	[illegible]-2	800-2	[illegible]-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, all runways: Climb to 3000' direct to PO LFR or PDX VOR or, when directed by ATC; Runway 10R: Climb to 3200' direct to IA LOM; Runway 28R: Climb to 3200' direct to Sauvies Island RBn.

AIR CARRIER NOTE: Sliding scale for landing not authorized, Runway 20.

CAUTION: 664' terrain 1.8 miles SE airport.

*200-½ authorized for Runways 10R-L and 28R-L only. 700-2 required for Runways 2 and 20.

#Runway visual range, 2600' also authorized for takeoff on Runway 10R in lieu of 200-½ when 200-½ is authorized providing high-intensity runway lights are operational.

##Runway visual range, 2600' also authorized for landing on Runway 10R provided that all components of the PAR, high-intensity runway lights, approach lights, condenser discharge flashers, outer compass locator, and all related airborne equipment are in satisfactory operating condition. Descent below 2[illegible]' shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.

$Minimum altitude over 3-mile radar fix Inbnd on final to Runway 10R, 900'.

City, Portland; State, Oreg.; Airport name, Portland International; Elev., 26'; Fac. Class. and Ident., Portland Radar; Procedure No. 1, Amdt. 9; Eff. date, 3 Apr. 65; Sup. Amdt. No. 8; Dated, 24 Aug. 63

These procedures shall become effective on the dates specified therein.

(Secs. 307(c), 313(a), 601, Federal Aviation Act of 1958; 49 U.S.C. 1348(c), 1354(a), 1421; 72 Stat. 749, 752, 775)

Issued in Washington, D.C., on February 26, 1965.

C. W. WALKER,
Acting Director, Flight Standards Service.

[F.R. Doc. 65-2278; Filed, Mar. 25, 1965; 8:45 a.m.]

Title 7—AGRICULTURE

Chapter VIII—Agricultural Stabilization and Conservation Service (Sugar), Department of Agriculture

SUBCHAPTER G—DETERMINATION OF PROPORTIONATE SHARES

[Sugar Determination 851.1, Rev. 1, Amdt. 2]

PART 851—COMMITMENT OF NATIONAL SUGARBEET ACREAGE RESERVE, 1962 AND SUBSEQUENT CROPS

Vicinity of Auburn, N.Y.

Pursuant to the provisions of section 302 of the Sugar Act of 1948, as amended § 851.1, Revision 1 (29 F.R. 12819) is amended by deleting paragraph (e) thereof and by amending subdivisions (ii) and (iii) of subparagraph (2) of paragraph (j) to read as follows:

§ 851.1 Commitments of sugarbeet acreage from the national reserve.

* * * * *

(j) *Commitments of acreage to farms that will supply sugarbeets to proposed beet sugar facility in the vicinity of Auburn, N.Y., and conditions of commitment.* * * *

(2) * * *

(ii) *Limits of commitment to individual farms.* The maximum commitment to any farm shall be the acreage which the State Committee determines can be planted on such farm in consideration of the availability and suitability of land and of sound rotation and other cultural practices, and in consideration of the need for maintaining a general agricultural balance of crops within the counties of central New York State.

(iii) *Proportionate share protection to be accorded farms and farm operators receiving a commitment of reserve acreage.* If proportionate shares are in effect in either 1966 or 1967, the proportionate share for a farm in such locality operated by a person who was the 1965 operator of a farm to which a commitment of acreage is made in accordance with paragraph (d) of this section shall not be less than the smaller of the acreage requested by the farm operator for 1966 or 1967, or the acreage utilized by the operator for the production of sugarbeets for sugar, not in excess of the applicable acreage commitment or farm proportionate share, in the crop year preceding the crop year for which a proportionate share is established.

* * * * *

STATEMENT OF BASES AND CONSIDERATIONS

The original determination committing acreage to this locality established a limitation of 75 acres on the acreage that could be committed to any farm. In this locality, as well as in other localities to which acreages were committed for new or substantially expanded old facilities, a limitation was established for each farm to permit as wide a sharing as possible in the limited acreage made available. For the Auburn locality, it has been reported that interest at this time is not of such a nature to make it necessary to limit the acreage to any farm in order to make acreage available to everyone who wishes to participate.

This amendment removes the 75-acre limitation per farm and provides that the maximum acreage that may be committed to any farm will be that acreage, as determined by the Agricultural Stabilization and Conservation State Committee, that can be grown on a farm in consideration of the availability and suitability of land, rotation and other cultural practices, and in consideration of the need for maintaining a general agricultural balance of crops in the locality to which the commitment was made. The total of individual farm acreage commitments may not exceed the total acreage of 29,500 acres committed to this area.

If it becomes necessary for the processor to plant sugarbeets in order to result in the utilization of the acreage committed to the locality, it is contemplated that he will voluntarily withdraw from sugarbeet production or reduce his acreage at such time as other farmers are willing to grow sugarbeets.

The provisions of the original determination relating to reconstitutions of farms having committed acreage is removed. The provision relating to reconstitutions will be incorporated into an amendment to Part 850, Proportionate Shares, 1965 Crop Beet Sugar Area.

Accordingly, I hereby find and conclude that the foregoing amendment will effectuate the applicable provisions of the Act.

(Sec. 403, 61 Stat. 932; 7 U.S.C. 1153, secs. 301, 302, 61 Stat. 929, 930, as amended; 7 U.S.C. 1131, 1132)

Effective date: Date of publication.

Signed at Washington, D.C., on March 22, 1965.

CHARLES S. MURPHY,
Acting Secretary.

[F.R. Doc. 65-3109; Filed, Mar. 25, 1965; 8:47 a.m.]

Chapter IX—Consumer and Marketing Service (Marketing Agreements and Orders; Fruits, Vegetables, Tree Nuts), Department of Agriculture

[Orange Reg. 47, Amdt. 1]

PART 905—ORANGES, GRAPEFRUIT, TANGERINES, AND TANGELOS GROWN IN FLORIDA

Limitation of Shipments

Findings. 1. Pursuant to the marketing agreement, as amended, and Order No. 905, as amended (7 CFR Part 905), regulating the handling of oranges, grapefruit, tangerines, and tangelos grown in Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations of the committees established under the aforesaid marketing agreement and order, and upon other available information, it is hereby found that the limitation of shipments of oranges as hereinafter provided, will tend to effectuate the declared policy of the act.

2. It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this amendment until 30 days after publication thereof in the FEDERAL REGISTER (5 U.S.C. 1001-1011) because the time intervening between the date when information upon which this amendment is based became available and the time when this amendment must become effective in order to effectuate the declared policy of the act is insufficient, and this amendment relieves restrictions on the handling of Temple oranges.

It is therefore ordered, That:

The provisions of subparagraph (2) (iv) and (v) of paragraph (b) of Orange Regulation 47 (§ 905.454; 30 F.R. 986) are hereby amended to read as follows:

§ 905.454 Orange Regulation 47.

* * * * *

(b) *Order.* * * *

(2) * * *

(iv) Any Temple oranges, grown in the production area, which do not grade at least U.S. No. 2 Russet; or

(v) Any Temple oranges, grown in the production area, which are of a size smaller than $2\frac{6}{8}$ inches in diameter, except that a tolerance of 10 percent, by count, of Temple oranges smaller than such minimum diameter shall be permitted, which tolerance shall be applied in accordance with the application of tolerances specified in the aforesaid United States standards for Florida oranges and Tangelos.

The provisions of this amendment shall become effective at 12:01 a.m., e.s.t., March 26, 1965.

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Dated: March 24, 1965.

FLOYD F. HEDLUND,
Director, Fruit and Vegetable Division, Consumer and Marketing Service.

[F.R. Doc. 65-3165; Filed, Mar. 25, 1965; 8:48 a.m.]

[Grapefruit Reg. 53]

PART 905—ORANGES, GRAPEFRUIT, TANGERINES, AND TANGELOS GROWN IN FLORIDA

Limitation of Shipments

§ 905.460 Grapefruit Regulation 53.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 905, as amended (7 CFR Part 905), regulating the handling of oranges, grapefruit, tangerines, and tangelos grown in Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations of the committees established under the aforesaid amended marketing agreement and order, and upon other available information, it is hereby found and determined, in accordance with paragraph (5) of section 602 of the act, that the continuation

of regulation of shipments of grapefruit, as hereinafter provided, and as provided in § 905.455 (30 F.R. 987), is necessary and will tend to avoid a disruption of the orderly marketing of the remainder of the current crop of such grapefruit; and such continuation of regulation will be in the public interest.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication thereof in the FEDERAL REGISTER (5 U.S.C. 1001–1011) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient; a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. Shipments of all grapefruit, grown in the production area, are presently subject to regulation by grades and sizes, pursuant to the amended marketing agreement and order; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after an open meeting of the Growers Administrative Committee on March 23, 1965, such meeting was held to consider recommendations for regulation, after giving due notice of such meeting, and interested persons were afforded an opportunity to submit their views at this meeting; the provisions of this section, including the effective time hereof, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such grapefruit; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period hereinafter set forth so as to provide for the continued regulation of the handling of grapefruit, and compliance with this section will not require any special preparation on the part of the persons subject thereto which cannot be completed by the effective time hereof.

(b) *Order.* (1) Terms used in the amended marketing agreement and order shall, when used herein, have the same meaning as is given to the respective term in said amended marketing agreement and order; and terms relating to grade, diameter, standard pack, and standard box, as used herein, shall have the same meaning as is given to the respective term in the United States Standards for Florida Grapefruit (§§ 51.750–51.783 of this title).

(2) Grapefruit Regulation 52 (30 F.R. 3311) is hereby terminated at 12:01 a.m., e.s.t., March 26, 1965.

(3) During the period beginning at 12:01 a.m., e.s.t., March 26, 1965, and ending at 12:01 a.m., e.s.t., April 12, 1965, no handler shall ship between the production area and any point outside thereof in the continental United States, Canada, or Mexico:

(i) Any white seedless grapefruit, grown in Regulation Area I, which do not grade at least U.S. No. 1;

(ii) Any pink seedless grapefruit, grown in Regulation Area I, which do not grade at least U.S. No. 1 Bronze;

(iii) Any seedless grapefruit, grown in Regulation Area II, which do not grade at least U.S. No. 1 Russet: *Provided*, That such grapefruit which grade U.S. No. 2 or U.S. No. 2 Bright may be shipped if such grapefruit meet the requirements as to form (shape) and color specified in the U.S. No 1 grade;

(iv) Any white seedless grapefruit, grown in the production area, which are smaller than 3$^{9}/_{16}$ inches in diameter, except that a tolerance of 10 percent, by count, of white seedless grapefruit smaller than such minimum size shall be permitted, which tolerance shall be applied in accordance with the provisions for the application of tolerances, specified in said United States Standards for Florida Grapefruit; or

(v) Any pink seedless grapefruit, grown in the production area, which are smaller than 3$^{7}/_{16}$ inches in diameter, except that a tolerance of 10 percent, by count, of pink seedless grapefruit smaller than such minimum size shall be permitted, which tolerance shall be applied in accordance with the provisions for the application of tolerances, specified in said United States Standards for Florida Grapefruit.

(Secs. 1–19, 48 Stat. 31, as amended; 7 U.S.C. 601–674)

Dated: March 24, 1965.

FLOYD F. HEDLUND,
Director, Fruit and Vegetable Division, Consumer and Marketing Service.

[F.R. Doc. 65–3128; Filed, Mar. 25, 1965; 8:48 a.m.]

Title 33—NAVIGATION AND NAVIGABLE WATERS

Chapter II—Corps of Engineers, Department of the Army

PART 202—ANCHORAGE REGULATIONS

Delaware Bay and River

Pursuant to the provisions of section 7 of the River and Harbor Act of March 4, 1915 (38 Stat. 1053; 33 U.S.C. 471), § 202.157 establishing and governing the use of anchorages in Delaware Bay and River, is hereby amended by revising paragraph (c) governing the use of Explosives Anchorage 2, effective 30 days after publication in the FEDERAL REGISTER, as follows:

§ 202.157 Delaware Bay and River.

* * * * *

(c) *Regulations for explosives anchorage.* (1) All vessels carrying explosives and other dangerous cargo as defined in Title 46, Code of Federal Regulations, § 146.03–8, or on which explosives and other dangerous cargoes are to be loaded, shall be within Anchorage 2 when anchored, except as provided in subparagraph (7) of this paragraph. The maximum amount of explosives, or other dangerous cargo for which a permit is required in 46 CFR Parts 146–149, which may be carried or loaded at any time by a vessel anchored within Anchorage 2 shall not exceed 800 tons, except in cases of great emergency or by special permit from the District Commander.

(2) A written permit shall be obtained from the District Commander before vessels carrying explosives and other dangerous cargoes, or on which explosives and other dangerous cargoes are to be loaded within the weight limit specified in subparagraph (1) of this paragraph, may anchor in Anchorage 2, and no vessel shall anchor therein except by authority of such permit, which may be revoked at any time. This anchorage shall not be used by vessels which do not carry explosives and other dangerous cargoes, or on which explosives and other dangerous cargoes are not to be loaded, except in cases of great emergency or by special permit from the District Commander. All other vessels used in connection with loading or unloading explosives and other dangerous cargoes in this anchorage shall carry written permits from the District Commander and shall show such permits whenever required by him.

(3) Vessels shall be anchored in Anchorage 2 so as to be at least 2,200 feet apart, but the number of vessels which may anchor in the anchorage at any one time shall be at the discretion of the District Commander. This provision is not intended to prohibit barges or lighters from tying up alongside the vessels for the transfer of cargoes.

(4) Whenever any vessel or barge not mechanically self-propelled anchors in Anchorage 2 while carrying explosives and other dangerous cargoes, or on which explosives and other dangerous cargoes are to be loaded within the weight limit specified in subparagraph (1) of this paragraph, the District Commander may require the attendance of a tug upon such vessel or barge when in his judgment such action is necessary.

(5) Every vessel transporting, stowing, storing, or handling explosives and other dangerous articles as cargo, within the weight limit specified in subparagraph (1) of this paragraph, in the vicinity of Anchorage 2 shall display by day a red flag at least 16 square feet in area at its masthead, or at least 10 feet above the upper deck if the vessel has no mast, and shall display by night a red light in the same position specified for the flag.

(6) Fishing and navigation are prohibited within Anchorage 2 at all times when vessels which are moored in the area display a red flag by day or a red light by night.

(7) The District Engineer, U.S. Army Engineer District, Philadelphia, may authorize, in writing, a vessel carrying explosives for use on river and harbor works or on other work under Department of the Army permit, to anchor in or near the vicinity of such work. The District Commander will prescribe the quantity of explosives allowed and the conditions under which explosives shall be stored and handled in such cases.

(8) Vessels carrying explosives and other dangerous cargoes, or on which explosives and other dangerous cargoes are to be loaded, within the weight limit specified in subparagraph (1) of this paragraph, shall comply with the general regulations in paragraph (b) of this section when applicable.

(9) Nothing in this section shall be construed as relieving any vessel or the owner or person in charge of any vessel, and all others concerned, of the duties and responsibilities imposed upon them to comply with the regulations governing the handling, loading or discharging of explosives, and other dangerous articles, entitled "Explosives or Other Dangerous Articles or Substances and Combustible Liquids on Board Vessels." (46 CFR Parts 146 and 149.)

[Regs., Mar. 11, 1965, 1507-32 (Delaware Bay and River)—ENGCW-ON] (Sec. 7, 38 Stat. 1053; 33 U.S.C. 471)

J. C. LAMBERT,
Major General, U.S. Army,
The Adjutant General.

[F.R. Doc. 65-3092; Filed, Mar. 25, 1965; 8:46 a.m.]

Title 43—PUBLIC LANDS: INTERIOR

Chapter II—Bureau of Land Management, Department of the Interior

APPENDIX—PUBLIC LAND ORDERS

[Public Land Order 3567]

[Wyoming 0310735 (Nebr.)]

NEBRASKA

Partial Revocation of Reclamation Withdrawal (Missouri River Basin Project)

By virtue of the authority contained in section 3 of the act of June 17, 1902 (32 Stat. 388; 43 U.S.C. 416), as amended and supplemented, it is ordered as follows:

1. The order of the Bureau of Reclamation dated July 15, 1952, is hereby revoked so far as it affects the following described lands:

SIXTH PRINCIPAL MERIDIAN

T. 33 N., R. 27 W.,
Sec. 3, lot 4 and SW¼NW¼;
Sec. 4, lots 1, 7, 8, 10 and 13;
Sec. 5, lot 6;
Sec. 8, lots 1, 4, 5 and 8;
Sec. 9, lots 1 and 3;
Sec. 19, lot 2.

The areas described aggregate 358.17 acres, in Cherry County. With exception of lot 2, section 19, containing 0.50-acre, the lands remain withdrawn for a bird refuge, and a powersite reserve.

2. Until 10 a.m. on September 20, 1965, the State of Nebraska shall have a preferred right of application to select lot 2, section 19, described above, as provided by R.S. 2276, as amended (43 U.S.C. 852). On and after that date and hour the said lot 2 shall be open to the operation of the public land laws generally, including the mining laws, subject to valid existing rights, the provisions of existing withdrawals, and the requirements of applicable law. All valid applications received at or prior to 10 a.m. on September 20, 1965, shall be considered as simultaneously filed at that time. Those filed thereafter shall be considered in the order of filing.

Lot 2 has been open to applications and offers under the mineral leasing laws.

Inquiries should be addressed to the Manager, Land Office, Bureau of Land Management, Cheyenne, Wyo.

JOHN A. CARVER, Jr.,
Under Secretary of the Interior.

[F.R. Doc. 65-3086; Filed, Mar. 25, 1965; 8:45 a.m.]

[Public Land Order 3568]

[Anchorage 061526]

ALASKA

Revocation in Whole or in Part of Certain Public Land Orders

By virtue of the authority vested in the President, and pursuant to Executive Order No. 10355 of May 26, 1952 (17 F.R. 4831), it is ordered as follows:

1. Public Land Orders No. 839 of June 19, 1952; No. 1212 of September 9, 1955; No. 1394 of February 28, 1957; No. 1489 of September 9, 1957; No. 1524 of October 15, 1957; and No. 1570 of December 24, 1957, are hereby revoked so far as they affect the following described lands:

SEWARD MERIDIAN

a. Public Land Order No. 839:

T. 5 N., R. 9 W.,
Sec. 10, lots 3 and 4.

b. Public Land Order No. 1212:

T. 5 N., R. 10 W.,
Sec. 15, lots 2 to 4, incl., and 6 to 11, incl.;
Sec. 27, SE¼NW¼;
Sec. 33, lots 9 and 10, and S½SE¼;
Sec. 34, lots 8 and 9.

c. Public Land Order No. 1394:

T. 26 N., R. 4 W.,
Sec. 29, W½ of lot 1;
Sec. 30, NE¼SE¼NE¼ of lot 3.
T. 19 N., R. 4 W.,
Sec. 34, lots 4 and 5, and S½SW¼NE¼.
T. 15 N., R. 1 W.,
Sec. 5, lots 68, 78 and 79.

d. Public Land Order No. 1489:

T. 19 N., R. 4 W.,
Sec. 28, lot 26;
Sec. 33, lot 54;
Sec. 34, lots 20, 21, 28 and 29.

e. Public Land Order No. 1524:

U.S. Survey 3519,
Lots 4A and 9A.

f. Public Land Order No. 1570:

T. 17 N., R. 1 E.,
Sec. 13, lot 1.
T. 18 N., R. 1 E.,
Sec. 15, E½NE¼NE¼NW¼;
Sec. 16, lot 3.
T. 17 N., R. 4 W.,
Sec. 12, now described as lot 12.
T. 17 N., R. 3 W.,
Sec. 4, lot 7.

The areas described total in the aggregate 929.76 acres.

The lands are located either on the Kenai Peninsula or in the Matanuska Valley.

2. Until 10 a.m. on June 21, 1965, the State of Alaska shall have a preferred right to select the lands as provided by the act of July 28, 1956 (70 Stat. 709; 48 U.S.C. 46-3b), and section 6(g) of the Alaska Statehood Act of July 7, 1958 (72 Stat. 339), and the regulations in 43 CFR 2222.9.

3. This order shall not otherwise become effective to change the status of the lands until 10 a.m. on June 21, 1965. At that time the lands shall be open to the operation of the public land laws generally, subject to valid existing rights, the provisions of existing withdrawals, and the requirements of applicable law. All valid applications, except preference right applications from the State, received at or prior to 10 a.m. on June 21, 1965, shall be considered as simultaneously filed at that time.

4. The lands have been open to applications and offers under the mineral leasing laws. They will be open to location under the United States mining laws at 10 a.m. on June 21, 1965.

Inquiries concerning the lands should be addressed to the Manager, Land Office, Bureau of Land Management, Anchorage, Alaska.

JOHN A. CARVER, Jr.,
Under Secretary of the Interior.

MARCH 22, 1965.

[F.R. Doc. 65-3087; Filed, Mar. 25, 1965; 8:45 a.m.]

Title 49—TRANSPORTATION

Chapter I—Interstate Commerce Commission

SUBCHAPTER B—CARRIERS BY MOTOR VEHICLES

[Ex Parte MC-19]

PART 176—TRANSPORTATION OF HOUSEHOLD GOODS IN INTERSTATE OR FOREIGN COMMERCE

Practices of Motor Common Carriers

At a general session of the Interstate Commerce Commission, held at its office in Washington, D.C., on the 16th day of March A.D. 1965.

It appearing, that on May 6, 1964, the Commission made and filed its report and order on further consideration (95 M.C.C. 252) in the above-entitled proceeding revising § 176.1 (49 CFR 176.1) of the regulations established in 17 M.C.C. 467, regarding the operations of motor carriers of household goods, so as to conform to the decision of the United States District Court in Movers Conference of America v. United States, 205 F. Supp. 82;

It further appearing, that by joint petition filed August 27, 1964, American Movers Conference, Household Goods Carriers Bureau, and Movers and Warehousemen's Association of America, Inc., request reconsideration of the Commission's order in 95 M.C.C. 252, and the discontinuance of the above-entitled proceeding, alleging that the modification in the rule merely covers certain examples cited by the court in the Movers decision, supra, to illustrate various

types of movements which household goods carriers have traditionally performed; that the revision of § 176.1 made in 95 M.C.C. 252 does not include all transportation which the household goods carriers traditionally have performed, including certain types of movements enumerated by petitioners; and that further confusion and uncertainty can best be avoided by discontinuing this proceeding;

It further appearing, that the clarification of § 176.1 of the regulations is the result of a criminal proceeding in North American Van Lines, Inc., v. United States 243 F. (2d) 693, wherein the court found that an ambiguity exists in the definition of household goods;

It further appearing, that § 176.1, as clarified by the Commission in 95 M.C.C. 252, is now so worded as to delineate a just and reasonable scope of the household goods carriers' operations, that the types of movements given as examples by the court in the Movers case, supra, are recognized by the Commission as guideposts and not specific delimitations, and that it is not possible to foresee or to include in the definition all transportation situations which might arise and which were never intended to be construed as beyond the scope of household goods authority;

It further appearing, that a reasonable construction of § 176.1, as modified in 95 M.C.C. 252, covers the situations enumerated by petitioners in the joint petition filed August 27, 1964, and brings such transportation within the scope of the household goods definition;

Upon consideration of the record in this proceeding in the light of the heretofore discussed petition; and good cause appearing therefor:

It is ordered, That the said petition be, and it is hereby, denied for the reason that the findings of the Commission in its report on further consideration and order of May 6, 1964, are in accordance with the applicable law; and that no sufficient or proper cause appears for reopening this proceeding for reconsideration or for discontinuing the proceeding;

It is further ordered, That the effective date of the order of May 6, 1964 (29 F.R. 7390, 9711, 14173, 19107 and 30 F.R. 3597), be, and it is hereby, postponed from April 2, 1965, to April 30, 1965.

By the Commission.

[SEAL] BERTHA F. ARMES,
Acting Secretary.

[F.R. Doc. 65-3094; Filed, Mar. 25, 1965; 8:46 a.m.]

Proposed Rule Making

DEPARTMENT OF AGRICULTURE

Consumer and Marketing Service

[7 CFR Parts 1061, 1064]

[Docket Nos. AO 327–A6–7, AO 23–A27]

MILK IN ST. JOSEPH, MO., AND GREATER KANSAS CITY MARKETING AREAS

Decision on Proposed Amendments to Tentative Marketing Agreements and to Orders

Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), public hearings were held at Kansas City, Mo., on November 4–6, 1964, and at Overland Park, Kans., on December 3, 1964, pursuant to notices thereof issued October 12 and 22, and November 17, 1964 (29 F.R. 14233, 29 F.R. 14669, and 29 F.R. 15651, respectively).

Upon the basis of the evidence introduced at the hearings and the records thereof, the Deputy Administrator, Regulatory Programs, on February 17, 1965 (30 F.R. 2317; F.R. Doc. 65–1801), filed with the Hearing Clerk, United States Department of Agriculture, his recommended decision containing notice of the opportunity to file written exceptions thereto.

The material issues, findings and conclusions, rulings, and general findings of the recommended decision (30 F.R. 2317; F.R. Doc. 65–1801) are hereby approved and adopted and set forth in full herein subject to the following modifications:

1. Under Issue 1, paragraph 16 is revised.

2. Under Issue 3a, paragraph 13 is revised and a new paragraph is added after paragraph 20.

Issue 5 below was considered at the December 3 hearing. Issue 6 was listed in the hearing notice for the November 4 and December 3 hearings, although no evidence pertaining thereto was submitted at either hearing. All other issues were considered at the November 4 hearing.

The material issues on the hearing records relate to:

1. Expanding the Greater Kansas City marketing area.

2. Revising location differentials applicable to the Class I and uniform prices of the Greater Kansas City order.

3. Establishing a higher-priced class for milk used in cottage cheese and other classification and accounting changes in both orders.

4. Revising the mileage limitations on transfers and diversions for Class II use under the Greater Kansas City order.

5. Changing the distributing plant qualifications for attaining pool plant status under the St. Joseph order.

6. Handler exemption under the St. Joseph order.

7. Miscellaneous changes.

Findings and conclusions. The following findings and conclusions on the material issues are based on evidence presented at the hearings and the records thereof:

1. *Marketing area—Greater Kansas City order.* The Greater Kansas City marketing area should be expanded to include Pettis County, Mo. Cloud, Dickinson, Franklin, Lincoln, Osage, and Saline Counties, Kans., should not be included in the area at this time.

Six producer cooperatives representing substantially more than two-thirds of the producers supplying plants that would be regulated by the amended order proposed the addition of Pettis County to the marketing area. Pettis County adjoins the present marketing area on its eastern boundary. Grade A milk products sold for fluid consumption in Pettis County are governed by health ordinances, practices and procedures patterned after the U.S. Public Health Milk Ordinance and Code. Such regulations are similar to the sanitary regulations effective in the communities now included in the marketing area.

Incorporating Pettis County in the marketing area would provide full regulation for one handler, with a plant at Sedalia in Pettis County, who is now fully regulated by the Greater Kansas City order in some months and partially regulated in other months. This results because the handler's Class I sales in the present marketing area in several months of the year are less than 15 percent of his Grade A milk receipts, the minimum distribution in the marketing area that is required for full regulation. All of the approximately 50 producers at the plant of this handler are members of the principal cooperative association serving the market. The handler supported the addition of Pettis County to the marketing area so that he would be assured, because of the proportion of his total sales in this county, of being fully regulated under the Greater Kansas City order at all times. There was no opposition to the inclusion of Pettis County.

The handler whose plant is located in Sedalia, the major town in Pettis County, distributes approximately 50 percent of the total fluid milk sales in the county. He also supplies the total needs of a Sedalia "jug" store operator whose sales are confined to the store in Sedalia. The remainder of the fluid milk sales in the county are made by handlers regulated under the Greater Kansas City and St. Joseph milk orders.

The Sedalia handler also distributes fluid milk products on routes in the present marketing area and has a minor part of his sales on routes outside the area in the Missouri counties of Saline, Benton, Morgan, and Moniteau. In these four counties outside the proposed expanded area, this handler competes with handlers regulated by the Greater Kansas City, St. Joseph and Ozarks orders. There is also an unregulated distributor with a plant at Jefferson City who has sales in Moniteau County.

Because all producer milk must be fully regulated regardless of where it is sold, it is not feasible to differentiate, for the purpose of regulation, between handlers' Class I sales inside and outside the marketing area. Otherwise, the effect of the order would be nullified and the orderly marketing process jeopardized.

If only his "in-area" sales were subject to classification, pricing and pooling, a regulated handler with Class I sales both inside and outside the marketing area could assign any value he chose to his outside sales. He thereby could reduce his average cost of all of his Class I milk below that of other regulated handlers having all, or substantially all, of their Class I sales within the marketing area. In short, unless all milk of such a handler is fully regulated under the order, he in effect would not be subject to effective price regulation. The absence of effective classification, pricing and pooling of such milk would disrupt orderly marketing conditions within the regulated marketing area and would lead to a complete breakdown of the order. If a pool handler were free to value a portion of his milk at any price he chooses, it would be impossible to enforce uniform prices to all fully regulated handlers or a uniform basis of payments to the producers who supply the market.

It is essential, therefore, that the order price all the producer milk received at a pool plant regardless of the point of disposition.

Limited quantities (as provided) of Class I milk may be sold within the regulated marketing area from plants not under any Federal order. There is, of course, no way to treat such unregulated milk uniformly with regulated milk other than to regulate it fully. Nevertheless, it has been concluded that the application of "partial" regulation to plants having less association than required for market pooling would not jeopardize marketing conditions within the regulated marketing area. Official notice is taken of the June 19, 1964, decision (29 F.R. 9110) supporting amendments to several orders, including the Greater Kansas City order.

The operator of this partially regulated plant is afforded the option of: (1) paying an amount equal to the difference between the Class I price and the weighted average value of producer milk with respect to all Class I sales made in the marketing area, (2) purchasing at

the Class I price under any Federal order sufficient Class I milk to cover his limited disposition within the marketing area, or (3) paying his dairy farmers an amount not less than the value of all their milk computed on the basis of the classification and pricing provisions of the order (the latter representing an amount equal to the order obligation for milk which is imposed on fully regulated handlers).

While all fluid milk sales of the partially regulated plant are not necessarily priced on the same basis as fully regulated milk, the provisions described are, however, adequate under most circumstances to prevent sales of milk not fully regulated (pooled) from adversely affecting operation of the order and the fully regulated milk.

None of the six Kansas counties proposed to be added to the marketing area should be included at this time.

The addition of Franklin and Osage Counties was proposed by a regulated handler who has sales in these counties. This regulated handler has about 20 percent of the sales in Franklin County and 12 percent of the sales in Osage County. Unregulated handlers have nearly half the sales in each county. The remaining sales are made by other regulated handlers, five handlers regulated by the Kansas City order, one regulated by the St. Joseph order and one regulated by the Wichita order. Two of the unregulated handlers purchase some milk from handlers regulated under the Kansas City order. The proponent handler testified that he had lost sales in these counties in the past 18 months to unregulated handlers who offered milk to customers at prices below those charged by his firm.

No witnesses at the hearing except the proponent handler's representatives supported the addition of these two counties to the marketing area.

Two unregulated handlers who would become regulated if Osage and Franklin Counties were included in the marketing area opposed the area extension. A producer who delivers milk to one of the unregulated handlers also opposed the inclusion of Osage and Franklin Counties in the marketing area.

Cooperative associations which represent a substantial number of producers on the Kansas City and St. Joseph markets, in their brief, opposed the inclusion of Osage and Franklin Counties. The Wichita handler who has some sales in Osage County in his brief opposed the extension of the area to include these counties on the grounds that regulation of sales in that area is not needed at this time. Two handlers regulated by the Kansas City order filed briefs in support of the proposal.

The extent to which the prices paid by these unregulated handlers have disrupted orderly marketing is not revealed by the record. The proponent handler did not disclose the volume of his sales in these counties or the amount of sales he contended were lost to unregulated handlers. No other regulated handlers selling milk in these counties testified in regard to the proposal.

Since the record does not clearly establish how the inclusion of these two counties in the marketing area would tend to effectuate the purposes of the Act, they should not be added to the area at this time.

Cloud, Dickinson, Lincoln, and Saline Counties, Kans., should not be added to the present marketing area.

Although the proponent for inclusion of these four counties in the marketing area abandoned his proposal at the hearing, an unregulated handler supported inclusion of the area. The unregulated handler who testified that he pays producers according to his use at the class prices established by the Kansas City order desired assurance that all other handlers will pay the same prices. There are five distributors marketing milk in the four-county area who are unregulated. Also, four Greater Kansas City handlers, three Wichita handlers and one St. Joseph order handler distribute in these counties.

There is little in the record with respect to the proportion of sales in each county by regulated and unregulated handlers. Since a St. Joseph handler and three Wichita handlers have sales in these counties, their addition to the Kansas City marketing area could affect the status of some of these plants with respect to the order under which they are regulated. Also, the pattern of relative Class I prices which should apply at individual plant locations was not developed adequately. Although unregulated plants are paying the Kansas City Class I price, a location adjustment would be applicable under present order terms if the area were extended without revising the provision with respect to such adjustments.

No regulated handlers testified concerning the need for regulating prices paid by these unregulated plants. Another unregulated handler in the area opposed inclusion of the four counties in any Federal order marketing area but supported their inclusion in the Greater Kansas City marketing area in preference to any other area.

Producer cooperatives whose members market milk under the Wichita order and who sell milk to some of these unregulated plants opposed the addition of the counties to the Kansas City marketing area. Cooperatives representing producers supplying the Kansas City and St. Joseph markets in their brief opposed the inclusion of these counties in the Kansas City marketing area at this time.

In view of the uncertainty as to plants pooled under other orders which might be pooled under the Kansas City order as a consequence of adding these counties and because no evidence of present disorderly marketing conditions was shown, regulation should not be extended to these counties at this time.

2. *Location differentials—Kansas City order.* The Class I and uniform prices of the Greater Kansas City order should be reduced 10 cents at plants located outside Pettis County, Mo., and more than 50 miles but not more than 70 miles from the nearest of the City Halls in Kansas City, Mo., and Lawrence, Topeka, Manhattan, Council Grove, and Emporia, Kans. Such prices should be reduced an additional 1.5 cents for each additional 10 miles or fraction thereof that plants are located more than 70 miles from such City Hall. The present 16-cent location adjustment at the 60–80 mile zone should be modified.

The order now provides a location adjustment of 10 cents on milk received at a plant more than 50 miles but not more than 60 miles from the nearest of the city halls named above, 16 cents at plants 60 to 80 miles from such city hall and an additional one cent for each 10 miles or fraction thereof in excess of 80 miles.

Producer associations proposed that the area in which a 10-cent reduction applies be extended from 50–60 miles to 50–70 miles and that the 16-cent adjustment apply to milk at plants 70–80 miles from the nearest basing point. They also proposed that an additional 1.5 cents location adjustment apply for each additional 10 miles or fraction thereof a plant is located in excess of 80 miles from the nearest basing point. Sedalia, Mo., was proposed to be an additional basing point to provide f.o.b. Kansas City pricing for a handler at Sedalia who would become fully regulated by the addition of Pettis County to the marketing area.

A distributing plant at Sabetha, Kans., now a St. Joseph pool plant, has closely approached the minimum qualification standards for pool status under the Greater Kansas City order. The Sabetha plant is located approximately 65 miles from Topeka, Kans., the nearest basing point under the Greater Kansas City order. The St. Joseph order Class I price at the plant is 10 cents less than the Kansas City order Class I price applicable to plants in the marketing area. However, if such plant became regulated under the Greater Kansas City order, the applicable price at the plant would be 6 cents lower than the Class I price at its location under the St. Joseph order.

Extending the 10-cent location differential to the 50–70 mile zone would include the Sabetha plant. Thus, regardless of which order it might become regulated under, there would be no change in prices due to location adjustments applicable at the plant. The proposal should be adopted to minimize the effect of any disruptive influence on prices at the Sabetha plant that might result from its regulation under different orders from one month to another and to contribute to the orderly marketing of milk in the area. There was no opposition to the proposal.

The proposed 16-cent location adjustment for plants 70 to 80 miles from the nearest basing point should not be provided as such. There are no plants in this zone location to which such adjustment would be applicable and no need for such adjustment was shown. Rather, the adoption of another zone at the 16 cents rate would increase the adjustment at distant plants more than is necessary to reflect transportation costs.

The present 1-cent adjustment for each 10 miles in excess of 80 miles from the market does not fully reflect the cost of hauling fluid milk to the market from distant supply sources. Current hauling rates reflect a cost of one and one-half cents per hundredweight per 10 miles. The rates provided in the attached order closely approximate the cost of hauling milk assembled at distant plants to the

market by over-the-road tankers. These rates computed for a plant located at Sibley, Iowa (approximately 375 miles from Kansas City) are about the same as the current charges for moving milk to the market from such plant.

Expansion of the Greater Kansas City marketing area to include Pettis County will fully regulate a handler at Sedalia, Mo. Under the present order, the location adjustment at the Sedalia plant is 17 cents. Producer associations and handlers proposed that f.o.b. Kansas City prices apply at the Sedalia plant. There was no opposition to the proposal.

The Sedalia handler has customarily paid the f.o.b. Kansas City prices for his supply of producer milk. He competes directly in procurement of farm milk supplies with handlers whose plants are located in the zone in which no location adjustment is allowed. Sedalia is so located with respect to the procurement area of regulated handlers that hauling costs to the Sedalia plant are about the same as those for hauling milk to plants within 50 miles of the basing points.

The uniform price paid producers supplying plants at which location differentials apply should continue to be adjusted to reflect the savings in cost of delivering milk to such plants versus delivering it directly to plants in the major population centers of the market. Because a producer's association with the market is based primarily on his supplying Class I milk for the market, the uniform price returned to a producer should be adjusted at the same rate and for the same reason as the location adjustment is applied to the Class I price.

3a. *Milk used in cottage cheese—both orders.* The Greater Kansas City and St. Joseph orders should be amended to classify skim milk and butterfat used to produce cottage cheese as Class II milk and price it at the Minnesota-Wisconsin manufacturing milk price. This is the average price paid per hundredweight for manufacturing grade milk, f.o.b. plants in Minnesota and Wisconsin as reported by the Department. A Class III classification should be established to include all uses of milk now in Class II other than use in cottage cheese.

The present Class II price under the Greater Kansas City order is determined by the higher of the average of prices paid for manufacturing grade milk at local plants plus 19 cents, or a butter-powder formula. Under the St. Joseph order the Class II price is determined by the higher of the average of prices paid for manufacturing grade milk at local plants plus 24 cents, or a butter-powder formula price 5 cents higher than that under the Greater Kansas City order. For the first 9 months of 1964, the average monthly Class II prices for milk of 3.5 percent butterfat content in the Greater Kansas City and St. Joseph orders were $2.99 and $3.04, respectively. The Minnesota-Wisconsin series for 3.5 percent milk in this period averaged $3.15.

Cooperative associations representing most of the producers in both markets proposed Class II classification for cottage cheese and Class III classification for other manufactured products now classified under the orders as Class II. The producer associations proposed that in both markets the new Class II price be 25 cents higher than the present Class II price of the Greater Kansas City order. Handlers opposed any increase from the present Class II price level for milk used in cottage cheese.

Cottage cheese is the principal manufactured dairy product made by handlers under the Greater Kansas City order. An average of 7.7 million pounds of milk per month was used to produce cottage cheese in the first 9 months of 1964. For the year of 1963, an average of 7.1 million pounds monthly was so used. The pounds of milk used for cottage cheese by St. Joseph handlers were not shown for any month in 1964 to avoid revealing confidential information. In 1963, approximately one million pounds per month were used in that market for cottage cheese.

There is no uniform requirement throughout the marketing areas that cottage cheese be made from Grade A milk. The health ordinance of the city of Lawrence, Kans., requires that cottage cheese distributed therein be made from Grade A milk. However, this requirement was not enforced during the period of shortages of Grade A milk supplies. Although cottage cheese made from ungraded milk may be sold in these markets, most of the cottage cheese sold in the Greater Kansas City area is made from Grade A milk.

In the Greater Kansas City market, two of the major cooperative associations attempt to supply handlers' requirements of skim milk for cottage cheese from Grade A milk sources. However, up to the time of the hearing, some ungraded skim milk for use in cottage cheese had been procured for Greater Kansas City handlers by the two cooperatives in all but 2 months of 1964. These supplemental purchases of ungraded skim milk amounted to nearly two million pounds in the 10 months ending October 1964.

One St. Joseph handler regularly makes cottage cheese from ungraded milk. Another purchases ungraded cottage cheese from a manufacturer located in Wisconsin. A Greater Kansas City handler supplies the cottage cheese distributed by an additional St. Joseph handler. St. Joseph handlers distribute cottage cheese over a wide area in Kansas, Missouri, Iowa, and Nebraska in competition with Greater Kansas City and unregulated handlers. Because of the close proximity and competition for supplies and sales between handlers under these two orders, prices for milk in cottage cheese use should be the same in both orders.

Nonfat dry milk has also been used regularly in these markets to increase the yield of cottage cheese in the vat, or infrequently to reconstitute skim milk for cottage cheese manufacture.

If skim milk from producer milk is priced at less than the cost of alternative supplies of cottage cheese or dairy products for making cottage cheese, producers do not receive the full market value for their milk. However, if milk used in cottage cheese were priced higher than the alternative product cost, use of skim milk from producer milk might be discouraged.

There are at least four sources of supplies for the cottage cheese market in addition to producer milk used in cottage cheese. These include ungraded milk processed at unregulated manufacturing plants, cottage cheese and cottage cheese curd obtained by handlers from unregulated manufacturing plants, and manufactured dairy products, such as nonfat dry milk, which may be used to manufacture cottage cheese. Another potential supply source is cottage cheese made from surplus-priced Grade A milk at plants regulated under other nearby Federal orders.

Handlers argued at the hearing that they could not continue to use producer milk in cottage cheese at the proposed price. However, it developed that they had paid higher prices for supplemental ungraded skim milk purchased from cooperative associations. During the first 9 months of 1964, the ungraded skim milk, procured by cooperatives for handlers to supplement producer milk for use in cottage cheese, cost $1.30 to $1.56, mostly $1.40 per hundredweight.

The prices paid for ungraded skim milk included a plant handling charge and the cost of hauling from the ungraded milk plant. The handling charge and extra hauling cost could be avoided if ungraded milk were purchased directly from farmers rather than through plants. Therefore, the prices being paid in the area to farmers for ungraded milk represents the alternative cost of such a supply for cottage cheese use. The Bennett Creamery at Ottawa, Kans., which supplied most of the ungraded skim milk purchased for use in cottage cheese, paid its producers $3.30 for milk of 3.5 percent butterfat content. Plants purchasing ungraded milk from farmers at Sabetha and Kansas City, Kans., were reported to be paying equivalent prices.

A St. Joseph handler testified that he paid $3.26 per hundredweight for ungraded milk of 3.7 percent butterfat during 1964 or about 8 cents more than the St. Joseph Class II price for milk of the same butterfat content in the same period. This handler used both producer milk and ungraded milk in cottage cheese manufacturing. The operator of the Sibley, Iowa, manufacturing plant to which producer milk is sometimes diverted recently increased his pay price for milk of 3.5 percent butterfat content from $3.22 to $3.29 per 100 pounds.

All the prices paid at these plants were above the Greater Kansas City and St. Joseph order average Class II prices in the first 9 months of 1964. The prices paid for manufacturing grade milk at these unregulated plants closely approximate or exceed that paid for manufacturing grade milk at plants in Wisconsin and Minnesota which averaged $3.15 in the first 9 months of 1964. Thus, ungraded milk is not available for use in making cottage cheese at a price less than that proposed herein.

The alternative sources of cottage cheese or cottage cheese curd for these two markets include a plant located in Chippewa Falls, Wis., and a plant at Eldorado Springs, Mo. A price quoted for cottage cheese delivered from the Chip-

pewa Falls plant to St. Joseph was 13 cents per pound. The price quoted for cottage cheese f.o.b. the Eldorado Springs plant was also 13 cents per pound. The Wisconsin plant is located in the area in which the pay prices at manufacturing plants are used to determine the Minnesota-Wisconsin price series as reported by the Department each month. Hence, this series should be representative of the price paid for milk at this plant. In October, the average price paid to dairy farmers at the Eldorado Springs plant was $3.07 per hundredweight of milk of 3.5 percent butterfat content. This price was less than the average price paid at the Minnesota-Wisconsin plants but by adding the approximately 7-cent cost of moving the cottage cheese derived from a hundredweight of milk from that plant to Kansas City, the comparative cost of the skim milk plus transportation cost is about the same as that reflected in the Minnesota-Wisconsin series.

Nonfat dry milk may be purchased by handlers and reconstituted into skim milk for use in making cottage cheese. Several handlers testified that they frequently use nonfat dry milk to fortify skim milk to increase the yield of cottage cheese and on occasion reconstitute skim milk for cottage cheese by using nonfat dry milk. The price per pound of spray process nonfat dry milk has been 14.1 to 14.3 cents per pound during all of 1963 and through September 1964. With an approximate yield of 9.0 pounds of nonfat solids per hundredweight of skim milk, the cost of nonfat milk solids is about $1.27 per hundredweight of skim equivalent, substantially in excess of the cost of nonfat solids derived from producer milk.

Other potential sources of cottage cheese for these two markets are plants regulated under nearby orders that manufacture cottage cheese from Grade A milk. Plants under the Wichita order distributing in Wichita paid $3.91 per hundredweight for milk of 3.5 percent butterfat used in cottage cheese in the first 9 months of 1964. In the same period, the prices paid at plants under other nearby orders for milk used in cottage cheese were: Neosho Valley, $3.15; Des Moines, $3.14; Nebraska-Western Iowa, $3.05; Ozarks, $2.98; and St. Louis, $2.94. The prices for the three latter markets were below the Minnesota-Wisconsin plant price in these months.

Official notice is taken of orders amending the St. Louis and Ozarks orders effective February 1, 1965, that use the Minnesota-Wisconsin price series as the Class II price (milk used in cottage cheese). Also, official notice is taken of a final decision issued February 4, 1965, that would price milk used to produce cottage cheese in the Nebraska-Western Iowa market at the Minnesota-Wisconsin price series plus 15 cents. Thus, milk for cottage cheese uses by handlers in nearby order markets would be priced at a level comparable with the recommended Class II price for these two order markets.

The Minnesota-Wisconsin price series is a better index for determining the value of Class II milk in the orders than the other means proposed. This series is currently used as the basic formula price in determining Class I prices in the two orders and in most other Federal orders. Moreover, it is the price series used in many Federal order markets in the Midwest as the price for reserve milk supplies. The price series is representative of the prices paid to farmers for approximately half the manufacturing grade milk produced in the country. It is a price determined by competitive conditions that are affected by demand for all the major manufactured dairy products.

Certain handler witnesses argued that the present Greater Kansas City order price plus 25 cents as proposed by the producer associations for milk used in cottage cheese would result in a price so high as to discourage the continued use of producer milk in cottage cheese. The Class II price should be at a level that handlers will continue the use of producer milk instead of developing an alternative source of supply for cottage cheese. Some ungraded milk in the area has been priced at less than the order Class II price plus 25 cents as proposed by producer associations. Hence, adoption of such a price level in the orders might encourage the substitution of ungraded milk for producer milk used in cottage cheese.

An exceptor's request that the water portion of the skim milk equivalent of nonfat milk solids used to fortify cottage cheese be classified as Class III should be adopted. Classification in Class II of other source nonfat milk solids used to fortify fluid milk products used in the production of or added to cottage cheese should exclude the weight of water associated with such solids on a skim equivalent basis. Such classification will result in an accounting procedure similar to that used for fortified fluid milk products.

At times milk may be transferred or diverted from pool plants to nonpool plants for use in manufacturing cottage cheese. Cottage cheese may be made in nonpool plants and sold in competition with handlers in these two markets. Thus, it is necessary that milk moved to a nonpool plant and used to produce cottage cheese be classified as Class II at the transferor plant to the extent such assignment is possible at the nonpool plant.

The Class II and Class III prices in the order for milk containing more or less than 3.5 percent butterfat should be increased or decreased, respectively, for each one-tenth percent butterfat at the same rate presently provided by the order for Class II milk. The Class II butterfat differential in the present orders is 11.5 percent of the price of Grade A (92-score) bulk creamery butter per pound at Chicago as reported by the Department for the month. There was no evidence that would provide a basis for a different butterfat differential at this time for milk used in Class II or Class III.

Proponents did not appear at the hearing to support a hearing notice proposal to price milk in all surplus uses, including cottage cheese, at the price paid for milk at Minnesota and Wisconsin plants. There was no testimony by any interested persons to revise the pricing of milk in surplus uses other than for cottage cheese. Accordingly, no action is taken in this decision on the proposal to base the price of milk in surplus uses on the Minnesota and Wisconsin plant price series except for milk used to produce cottage cheese.

b. *Accounting for milk used in sterilized cream—Kansas City order.* Sterilized cream received and disposed of in hermetically sealed containers should be excluded from "other source milk" as defined in the order. By excluding this product from the other source milk definition, it will not be subject to the reporting, classification and pricing provisions of the order. Records of the receipt and disposition of the product, similar to those records required to be maintained with respect to butter or cheese received and disposed of in the same package, will be required.

Some handlers regulated by the Kansas City milk order distribute a product called sterilized cream for whipping. The product is packaged in hermetically sealed containers. It is received and disposed of in the same container.

The sterilized cream is manufactured in a processing plant located in California. The manufacturer's representative testified that cream derived from both Grade A milk and ungraded milk is used in the product. The manufacturer has not been required by health authorities to use cream derived from Grade A milk except for its sales in North Carolina and in some areas of Colorado where the product must be labeled Grade A.

Under the present order provision, this product is accounted for as a receipt of other source milk and is subject to classification and applicable charges as such. By excluding this product from the other source milk definition it will only be accounted for in the plant but will not otherwise be subject to regulation.

It was proposed that all sterilized fluid products be excluded from the fluid milk product definition. The effect of that change in definition would be to classify milk used in such products as Class III rather than Class I. There was no evidence that any regulated handler intended to manufacture sterilized cream. Hence, this record does not deal adequately with appropriate pricing of producer milk for such use.

The evidence submitted dealt only with sterilized whipping cream manufactured in the California plant. The only known source of the product is the plant at Gustine, Calif., where the cream is purchased for about 80 cents per pound fat. This fat, purchased as cream of 40 percent butterfat content, is standardized with purchased skim milk to 30 percent butterfat. The cost of the skim milk purchased is not shown in the record. However, the cost of the cream alone, at 80 cents per pound fat, exceeded the cost of its equivalent in cream of 30 percent butterfat content calculated at the Kansas City Class I price in each month except October 1964. Also, the product incurs considerable transportation cost since it is manufactured in a plant approximately 1,800 miles from Kansas City. This product,

therefore, has no competitive advantage based on cost of milk ingredients as compared to producer milk disposed of as unsterilized cream. Hence, its exemption from regulation will not disturb the orderly marketing of producer milk in the form of fluid milk products in the area.

c. *Assignment of allowable shrinkage—Kansas City order.* The division of shrinkage which may be classified in the surplus class under the Greater Kansas City order should be revised with respect to plant transfers of bulk cream and skim milk separated from whole milk, in the transferor plant.

The present order allows 0.5 percent shrinkage in Class II milk at the transferor plant on skim milk and butterfat in bulk tank lots transferred to another plant. Handlers proposed that the maximum 2 percent allowance in Class III be applied at the transferor plant on transfers of bulk fluid milk products other than whole milk. On bulk transfers of fluid whole milk between plants they would retain the 0.5 percent surplus class shrinkage allowance in the first plant and 1.5 percent allowance in the transferee plant.

While handlers stated that they were able to operate within the 0.5 shrinkage allowance (in the first plant) on transfers of whole milk to other plants, such allowance is not adequate to cover the original separation of cream and skim milk in the transferor pool plant. Thus, excess losses of butterfat and skim result in most months in transferor plants, with Class I classification of the excess amounts.

Normally, a greater shrinkage is experienced in processing than in the receiving operation. The division of shrinkage allowance between plants recognizes the separate receiving and processing functions and gives only a minor portion of the shrinkage allowance to the plant where the milk is received and, without processing, is shipped to other plants. The larger portion of the allowance accrues to the plant where the milk is processed.

An exception to the division of shrinkage should be made when the handler receives and separates the milk in the first plant and transfers the resulting cream or skim milk to other plants. In this case, the handler operating the transferor plant should receive the full 2 percent shrinkage allowance in Class III because the principal processing function, as well as receiving, has been performed at that plant.

d. *Other source milk definition and accounting for reconstituted and fortified products—Kansas City order.* The other source milk definition in the Greater Kansas City order should include the skim milk and butterfat in any disappearance of products other than fluid milk products not otherwise accounted for.

Concerning nonfluid milk products, the other source milk definition in the present order includes only those nonfluid milk products which are reprocessed or converted to another product in the plant during the month. Handlers are not specifically required to account for such products (other than fluid milk products) which have disappeared but are not shown to have been reprocessed or used in the manufacture of other products during the month. Proper administration of the order requires that handlers account for the disappearance of all manufactured products since such products may be used as or in a fluid milk product during the month.

By revising the other source milk definition in the manner proposed, the disappearance of manufactured dairy products will be included in the total to be accounted for, in the same manner as fluid milk products and manufactured products which are reprocessed in the plant.

It is necessary that the market administrator reconcile records of all receipts of milk and milk products with the disposition records to verify the producer milk utilization by a handler. If records cannot be reconciled, the handler must be held accountable for any shrinkage or overage which occurs as a result of the discrepancy in records of receipts and disposition.

The above procedure of accounting, in conjunction with the classified use plan of the order, will insure that all milk and milk products are fully accounted for by the handler who is responsible for accounting and reporting to the market administrator and for making payments to producers for producer milk.

Both producer groups and handlers supported the proposed change in the other source milk definition and the classification and accounting for reconstituted and fortified fluid milk products on the basis herein set forth. There was no opposition to the proposals.

Under present order provisions, the products included in Class I are accounted for on the weight of the product disposed of. Each concentrated fluid milk product disposed of is converted to a weight based on the volume of the finished product. Under the revised system of accounting, skim milk in other source milk in the form of manufactured dairy products used to produce other milk products would be accounted for at its fluid skim milk equivalent weight. As a conforming change the fluid skim milk equivalent of nonfat solids used to fortify fluid milk products should be classified in Class III.

An economic incentive exists for handlers to substitute, where possible, reconstituted fluid milk products for fluid milk processed from current producer milk receipts. The reconstituted product represents water added to a manufactured dairy product.

Since it replaces an equivalent amount of producer milk in a fluid milk product, the accounting procedure to be followed for reconstituted fluid milk products should be based on the pounds of milk or skim milk used to produce the manufactured dairy product.

The same economic incentive to handlers is not present when nonfat dry milk or condensed skim milk is used to fortify a fluid milk product. Handlers use nonfat milk solids in fortified products in response to the specific demands of consumers. Such products are distinguished from reconstituted products in that the resulting increased volume of fluid milk products is not due to the addition of water.

For reasons stated above, it is neither necessary nor appropriate to require handlers to pay for the fluid equivalent of nonfat solids used to fortify fluid products at the Class I price. Nevertheless, it is practical and administratively necessary to apply skim milk equivalent accounting in the case of all products made by a handler. These conclusions may be reconciled by providing that fortified fluid milk products be classified as Class I only to the extent of the weight of an unmodified fluid milk product of the same nature and butterfat content.

e. *Bulk sales to food manufacturers—St. Joseph order.* The St. Joseph order should be amended to classify as Class III, skim milk and butterfat disposed of in bulk to and used at commercial food establishments in the manufacture of processed foods for consumption off the premises.

The present order provides such classification for skim milk and butterfat used for starter churning, wholesale baking and candy making purposes.

A St. Joseph handler disposes of milk and cream to a commercial food establishment where it is used in processed foods and cream dressings. Such milk and cream have been used for gravy in cans and cream dressing for scalloped potatoes. Such use is not as a fluid milk product and is made for disposition in processed foods for sale off the premises of the commercial food establishment. This use is equivalent to the use of milk and cream in baking and candy manufacture for which the order presently provides a surplus use classification.

f. *Milk products dumped—Kansas City and St. Joseph orders.* The new Class III classification under the Greater Kansas City order should include skim milk and butterfat in fluid milk products that are dumped.

The present Kansas City order classifies as Class II milk only the skim milk portion of fluid milk products dumped, if the market administrator has been notified in advance of the contemplated dumping action and afforded an opportunity to verify it.

Handlers proposed that the order permit butterfat in fluid milk products dumped to be classified in the lower-priced classification. It was also proposed that this classification apply to any waste product resulting from broken containers, in addition to the maximum shrinkage of 2.0 percent presently allowed in Class II.

Butterfat in fluid milk products dumped should be Class III milk. It is difficult or impractical to salvage, for another use, butterfat in route returns of certain fluid milk products (e.g., homogenized milk and milk products or flavored milk). Most of the regulated plants have no facilities for the further processing of route returns into manufactured products. Also, it is impractical in many cases to assemble small quantities of route returns and other fluid milk products in the plant for disposal as livestock feed (for which surplus classification is allowed).

Class III classification also should be allowed under the Kansas City and St.

Joseph orders for skim milk and butterfat in cottage cheese or cottage cheese curd that is dumped. It is difficult to find an outlet for route returns of such products and dumping is often the only practicable means of disposing of them.

The classification as Class III of the skim milk and butterfat in fluid milk products, cottage cheese and cottage cheese curd dumped should be allowed only if the market administrator receives advance notification and is afforded an opportunity to verify the dumping action.

The proposal to classify as Class III milk any "waste" or "dumped" milk or milk product resulting from broken containers either on routes or in a plant cooler that is in excess of the quantities classified in Class III under the shrinkage allowance and dumping provision should not be adopted.

"Waste" or "dumped product" as it was described is the normal loss of product for which the maximum 2 percent shrinkage allowance is provided in the lowest-priced class use. Plants which are operated in a reasonably efficient manner and for which accurate records of receipts and utilization are maintained should not have plant losses in excess of the present maximum provided. Any loss in excess of this maximum should be classified as Class I milk. This is reasonable and necessary to strengthen the classified pricing plan and will tend to encourage maintenance of adequate records and efficient milk handling.

g. *Verification of production records—Kansas City order.* A handler proposed that a definition of "used to produce" be incorporated in the order to mean the skim milk and butterfat used in processing or manufacturing any product other than a fluid milk product. The problem described is one in which the market administrator requires disposition reports and records to be made available as a part of the verification program on the skim milk and butterfat used to produce manufactured dairy products. Restricting the verification program so that disposition and inventory records could not be used in verifying the quantity of skim milk and butterfat reported as used to produce a product would not contribute to the effective operation of the order in obtaining complete accounting and classification of all receipts by handlers. The proposed definition of "used to produce" should not be adopted.

4. *Transfers or diversions to nonpool plants—Kansas City order.* The distance limitation on movements of milk, skim milk or cream from pool plants to nonpool plants for surplus use and the pricing of producer milk diverted to nonpool plants should be revised.

A proposal was made to expand the area in which milk, skim milk or cream transferred or diverted to nonpool plants may be classified as Class II or Class III milk to 400 miles from the market.

The present order, under specified conditions, permits classification in the surplus class for milk, skim milk or cream transferred or diverted to nonpool plants within 200 miles of the nearest of the City Halls of Kansas City, Mo., Manhattan or Emporia, Kans. The 200-mile limit was adequate to accommodate diversion of milk to manufacturing uses prior to the advent of long distance milk movements into this market.

The area to which transfers or diversions of bulk milk, skim milk or cream from pool plants to nonpool plants may be classified as Class II or Class III milk should be expanded to include all territory within 400 miles by the shortest highway distance, as determined by the market administrator, of the nearer of the City Halls of Kansas City, Mo., or Topeka, Kans. Producer milk diverted to a nonpool plant should be deemed to be received at the nonpool plant for the purpose of location adjustments to the Class I and uniform prices if it is received at a nonpool plant located 125 miles or more by the shortest highway distance as determined by the market administrator from the nearer of the City Halls of Kansas City, Mo., or Topeka, Kans.

A producer association supplying a Kansas City pool plant with milk from its members' farms located in northern Iowa and Minnesota proposed extension of the mileage limitation on diverted milk. This association operates a nonpool plant in Sibley, Iowa, that manufactures dairy products. The plant represents a desirable outlet for surplus milk of these producers when it is not needed for the fluid market. However, under the present order, producer milk diverted to this plant must be classified and priced as Class I although used in manufactured dairy products. The plant is approximately 375 miles from Kansas City.

The diversion privilege is intended to obtain efficiency in the marketing of milk not needed at pool plants for fluid uses. Instead of being physically received at the pool plant and then transferred to the nonpool plant, excess milk may be hauled directly from the farms to a nonpool plant without losing its pooling status under the order.

When milk is not needed in the market for Class I purposes, its movement to a nonpool plant for manufacturing purposes should be facilitated. Expansion of the area in which surplus milk may be disposed of and classified in the reserve class will permit greater flexibility in disposing of reserve supplies of milk to manufacturing outlets and will contribute to orderly marketing of milk in the Kansas City market. The larger area provided is adequate to dispose of supplies not needed by handlers for Class I purposes in the marketing area.

Diverted milk is deemed to be received at the plant from which it is diverted. However, milk diverted to a nonpool plant 125 miles or more from the nearer of the City Halls of Kansas City, Mo., or Topeka, Kans., should be deemed to be received at the plant location to which it is diverted for the purpose of location adjustments to the Class I and uniform prices. For the purpose of reporting and determining pool plant status, such milk should continue to be regarded as received at the pool plant from which diverted.

Pricing of diverted milk at the nonpool plant, if diverted to a nonpool plant 125 miles or more from Kansas City, Mo., or Topeka, Kans., will maintain pricing in accordance with the location of the milk with respect to the market. Substantial savings in hauling cost result from diverting milk from farms more than 125 miles from the market to nonpool plants near such farms. In the case of milk diverted to the noonpool plant located 375 miles from the market, the saving in hauling cost was about 55 cents per hundredweight. If milk diverted to this plant were priced as if received at the distributing plant where it is normally received, producers would be receiving a substantial premium over other producers in the form of a hauling cost which they did not incur.

The 125-mile radius within which milk should continue to be priced according to the location of the plant from which diverted encompasses that part of the Greater Kansas City milkshed within which there is little or no saving in hauling cost when milk is diverted to nonpool plants. In some cases, as in diversions to Chillicothe and Eldorado Springs, Mo., and Ottawa, Kans., milk is often hauled a greater distance when it is diverted to nonpool plants than when it is delivered from the same farms to pool plants. This is because there is the greatest concentration of milk production for the market in the counties in or adjacent to the marketing area.

5. *Pool plant requirements—St. Joseph milk order.* The requirements for distributing plants to establish and maintain pool status under the St. Joseph milk order should be revised. The percentages of receipts from dairy farmers and cooperative associations which must be disposed of as Class I milk should be 35 percent during January, February, July, and August and 25 percent in March, April, May, and June. Such percentages now are 45 percent and 35 percent.

This change in pooling requirements was supported at the hearing by representatives of two cooperative associations whose members constitute all the producers on the market. There was no opposition to the proposed change.

A plant operated by a cooperative association which has qualified as a pool distributing plant since the inception of the order also serves as a supply plant for other distributing plants in the St. Joseph market. During 1964 a handler with plants under both the St. Joseph and Kansas City orders closed his plant in St. Joseph and now processes all milk in his Kansas City plant. With the closing of the St. Joseph plant the cooperative plant lost Class I sales of nearly nine million pounds per year. The cooperative has also recently lost to an unregulated plant a contract for large quantities of packaged Class I sales. This reduction in Class I sales makes it probable that the plant would lose its pool status under the present percentage requirements.

Since the plant does provide the Class I reserve supply for the market, to the extent that a reserve is needed, the producers supplying this plant should be permitted to share in the pool fund. The

revised pooling standards will permit the plant to maintain its pool status. According to witnesses who testified, there is no other plant which this revision is likely to affect.

Official notice is taken of a suspension order issued December 17, 1964, which modified the pooling standards under emergency authority for the months of January and February 1965.

6. *Handler exemption—St. Joseph order.* No action should be taken at this time on a proposal to exempt a handler operating a plant from which less than a daily average of 600 pounds of Class I milk is distributed on routes in the St. Joseph marketing area during the month. The proponent handler did not appear at the November 4 hearing. A representative of the handler appeared at the December 3 hearing but indicated he was not prepared to submit evidence on the proposal at that time since his witness was unable to reach the hearing due to adverse weather conditions. He indicated he would resubmit the proposal for another hearing.

7. Miscellaneous—a. *Reports to cooperatives—Kansas City order.* Producer associations proposed that the market administrator report to each cooperative association, upon request, the utilization by each handler of member milk of the association.

The present order provides for reports to each cooperative association of the amount and utilization of milk received by each handler from producers who are members of such cooperative. The milk received is prorated to classes in the ratio that total receipts by a handler of milk from producers were used in each class.

Providing that the market administrator report to cooperatives complete information on utilization of milk which the cooperative association handler transfers to pool plants of other handlers, as well as the utilization of receipts by the pool plant operator directly from producer members, will assist in the efficient marketing of milk supplies. For the purpose of this report, the utilization of such receipts of milk by each handler should be prorated to each class in the same ratio as remaining milk is allocated to classes after allocation pursuant to § 1064.46(a)(8) and the corresponding step of § 1064.46(b) of the order.

The proposed revision will assist cooperative associations in shifting milk to handlers who require milk for the higher utilizations and will contribute to the efficient marketing of the supply of milk available to the market.

b. *Separate reports for each pool plant—Kansas City order.* Separate reports for each pool plant operated by a handler under the Greater Kansas City order should continue to be required.

A handler proposed that the handler definition be amended to permit a handler to file a combined report of receipts and utilization each month for all his pool plants. It was not indicated what purpose would be served by the proposed amendment. The handler stated that a shifting of certain operations between his two pool plants is being made and that combined reports for the two plants should be allowed in case it proved to be advantageous.

The present order requires separate reports of receipts and utilization for each pool plant although the allocation of certain receipts are on a handler basis instead of a separate plant basis. The order also provides that the combined receipts and disposition of a multiple plant operation shall be used to determine the qualification of such plants as pool plants.

The present individual plant reporting basis provides the market administrator with a report of shrinkage and overage at each plant. Continuance of this system of reporting is preferable to a combined report which would tend to obscure the individual performance of each plant with respect to shrinkage and overage.

c. *Basic formula price—St. Joseph order.* The basic formula price provision of the St. Joseph order should be replaced with the basic formula price now in the Greater Kansas City order. This is a conforming change that will permit the St. Joseph order Class II price to be based directly on the basic formula price, which is the average price paid for manufacturing grade milk at certain Minnesota and Wisconsin plants. The present basic formula price provision of the order is not used in establishing class prices under the St. Joseph order.

d. *Class I price announcement date—Kansas City order.* The minimum price for Class I milk and the Class I butterfat differential, presently announced on or before the 12th day of each month, should be revised to be announced on or before the 5th day of each month. This is the same date provided for announcement of the St. Joseph order Class I price which is tied directly to the Greater Kansas City order Class I price. This revision will assist in obtaining uniformity in price anouncement dates under both orders at the earliest date on which such information is available.

e. *Obligations of partially regulated handler—both orders.* No evidence was given on a proposal in the hearing notice to change the obligations of a handler operating a partially regulated distributing plant. Accordingly, no action is taken on the proposal in this decision.

Rulings on proposed findings and conclusions. Briefs and proposed findings and conclusions were filed on behalf of certain interested parties. These briefs, proposed findings and conclusions and the evidence in the records were considered in making the findings and conclusions set forth above. To the extent that the suggested findings and conclusions filed by interested parties are inconsistent with the findings and conclusions set forth herein, the requests to make such findings or reach such conclusions are denied for the reasons previously stated in this decision.

General findings. The findings and determinations hereinafter set forth are supplementary and in addition to the findings and determinations previously made in connection with the issuance of the aforesaid orders and of the previously issued amendments thereto; and all of said previous findings and determinations are hereby ratified and affirmed, except insofar as such findings and determinations may be in conflict with the findings and determinations set forth herein.

(a) The tentative marketing agreements and the orders, as hereby proposed to be amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the Act;

(b) The parity prices of milk as determined pursuant to section 2 of the Act are not reasonable in view of the price of feeds, available supplies of feeds, and other economic conditions which affect market supply and demand for milk in the respective marketing areas, and the minimum prices specified in the proposed marketing agreements and the orders, as hereby proposed to be amended, are such prices as will reflect the aforesaid factors, insure a sufficient quantity of pure and wholesome milk, and be in the public interest; and

(c) The tentative marketing agreements and the orders, as hereby proposed to be amended, will regulate the handling of milk in the same manner as, and will be applicable only to persons in the respective classes of industrial and commercial activity specified in, marketing agreements upon which hearings have been held.

Rulings on exceptions. In arriving at the findings and conclusions, and the regulatory provisions of this decision, each of the exceptions received was carefully and fully considered in conjunction with the record evidence pertaining thereto. To the extent that the findings and conclusions, and the regulatory provisions of this decision are at variance with any of the exceptions, such exceptions are hereby overruled for the reasons previously stated in this decision.

Marketing agreement and order. Annexed hereto and made a part hereof are four documents entitled, respectively, "Marketing Agreement Regulating the Handling of Milk in the St. Joseph, Mo., Marketing Area," "Order Amending the Order Regulating the Handling of Milk in the St. Joseph, Mo., Marketing Area," "Marketing Agreement Regulating the Handling of Milk in the Greater Kansas City Marketing Area," and "Order Amending the Order Regulating the Handling of Milk in the Greater Kansas City Marketing Area," which have been decided upon as the detailed and appropriate means of effectuating the foregoing conclusions.

It is hereby ordered, That all of this decision, except the attached marketing agreements, be published in the FEDERAL REGISTER. The regulatory provisions of said marketing agreements are identical with those contained in the orders as hereby proposed to be amended by the attached orders which will be published with this decision.

Determination of representative period. The month of January 1965 is hereby determined to be the representative period for the purpose of ascertaining whether the issuance of the attached orders, as amended and as hereby proposed to be amended, regulating the handling of milk in the St. Joseph, Mo., and Greater Kansas City marketing areas, respectively, are approved or favored by producers, as defined under the terms of the respective orders, as

amended and as hereby proposed to be amended, and who, during such representative period, were engaged in the production of milk for sale within the aforesaid respective marketing areas.

Signed at Washington, D.C., on March 23, 1965.

GEORGE L. MEHREN,
Assistant Secretary.

Order[1] *Amending the Order Regulating the Handling of Milk in the St. Joseph, Mo., Marketing Area*

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AUTHORITY: The provisions of this Part 1061 issued under secs. 1–19, 48 Stat. 31, as amended; 7 U.S.C. 601–674.

§ 1061.0 Findings and determinations.

The findings and determinations hereinafter set forth are supplementary and in addition to the findings and determinations previously made in connection with the issuance of the aforesaid order and of the previously issued amendments thereto; and all of said previous findings and determinations are hereby ratified and affirmed, except insofar as such findings and determinations may be in conflict with the findings and determinations set forth herein.

(a) *Findings upon the basis of the hearing record.* Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), public hearings were held upon certain proposed amendments to the tentative marketing agreement and to the order regulating the handling of milk in the St. Joseph, Mo., marketing area. Upon the basis of the evidence introduced at such hearings and the records thereof, it is found that:

(1) The said order as hereby amended, and all of the terms and provisions thereof, will tend to effectuate the declared policy of the Act;

(2) The parity prices of milk, as determined pursuant to section 2 of the Act, are not reasonable in view of the price of feeds, available supplies of feeds, and other economic conditions which affect market supply and demand for milk in the said marketing area, and the minimum prices specified in the order as hereby amended, are such prices as will reflect the aforesaid factors, insure a sufficient quantity of pure and wholesome milk, and be in the public interest; and

(3) The said order as hereby amended, regulates the handling of milk in the same manner as, and is applicable only to persons in the respective classes of industrial or commercial activity specified in, a marketing agreement upon which a hearing has been held.

Order relative to handling. It is therefore ordered, that on and after the effective date hereof, the handling of milk in the St. Joseph, Mo., marketing area shall be in conformity to and in compliance with the terms and provisions of the aforesaid order, as amended and as hereby amended, as follows:

The provisions of the proposed marketing agreement and order amending the order contained in the recommended decision issued by the Deputy Administrator, Regulatory Programs, on February 17, 1965, and published in the FEDERAL REGISTER on February 20, 1965 (30 F.R. 2317; F.R. Doc. 65–1801), subject to a revision of § 1061.41 (b) and (c) (4) shall be and are the terms and provisions of this order amending the order, and the order is set forth in full herein. The provisions affected by this decision are: §§ 1061.12, 1061.16, 1061.22, 1061.41, 1061.42, 1061.44, 1061.45, 1061.46, 1061.50, 1061.51, 1061.52, 1061.61, 1061.70, and 1061.82.

DEFINITIONS

§ 1061.1 Act.

"Act" means Public Act No. 10, 73d Congress, as amended and as reenacted and amended by the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.).

§ 1061.2 Secretary.

"Secretary" means the Secretary of Agriculture of the United States or any officer or employee of the United States authorized to exercise the powers and to perform the duties of the Secretary of Agriculture.

§ 1061.3 Department.

"Department" means the United States Department of Agriculture.

§ 1061.4 Person.

"Person" means any individual, partnership, corporation, association, or other business unit.

§ 1061.5 Cooperative association.

"Cooperative association" means any cooperative marketing association of producers as defined in § 1061.7, which the Secretary determines:

(a) Is qualified under the provisions of the Act of Congress of February 18, 1922, as amended, known as the "Capper-Volstead Act";

(b) Has its entire activities under the control of its members; and

(c) Has and is exercising full authority in the sale of milk of its members.

§ 1061.6 St. Joseph, Missouri, marketing area.

"St. Joseph, Missouri, marketing area" hereinafter called "marketing area" means all the territory included within the perimetric boundaries of Doniphan, Brown, and Nemaha counties, Kansas; Andrew, Atchison, Buchanan, Clinton, Daviess, De Kalb, Gentry, Holt, Nodaway, and Worth counties, Missouri; and those portions of Platte and Clay counties, Missouri, not included in the marketing area of the Greater Kansas City milk order (Part 1064 of this chapter).

§ 1061.7 Producer.

"Producer" means any person, other than a producer-handler as defined in

[1] This order shall not become effective unless and until the requirements of § 900.14 of the rules of practice and procedure governing proceedings to formulate marketing agreements and marketing orders have been met.

any order (including this part) issued pursuant to the Act, or a person who is a producer on the same milk under the terms of another order issued pursuant to the Act, who produces milk in compliance with the Grade A inspection requirements of a duly constituted health authority, and whose milk is (a) received at a pool plant, or (b) diverted as producer milk pursuant to § 1061.14.

§ 1061.8 Handler.

"Handler" means:

(a) Any person in his capacity as the operator of a pool plant;

(b) Any cooperative association with respect to producers' milk diverted from a pool plant to a nonpool plant for the account of such cooperative association;

(c) Any cooperative association with respect to the milk of its member producers which is delivered to the pool plant of another handler in a tank truck owned or operated by or under contract to such cooperative association for the account of such cooperative association if the cooperative association, prior to delivery, notifies the market administrator in writing that it will be the handler for the milk. Milk so delivered shall be considered to have been received by the cooperative association at the plant to which delivered and then transferred to the handler operating that plant;

(d) Any person who operates a partially regulated distributing plant; and

(e) A producer-handler, any person who operates a supply plant which is not a pool plant, or any person who operates another order plant described in § 1061.62.

§ 1061.9 Producer-handler.

"Producer-handler" means a person who operates both a dairy farm(s) and a distributing plant at which each of the following conditions is met during the month:

(a) The butterfat or skim milk received in the form of fluid milk products at the plant does not exceed the butterfat or skim milk, respectively, received from the dairy farm(s) of such person and from pool plants of other handlers; and

(b) Such person provides proof that:

(1) The maintenance, care and management of the dairy animals and other resources used to produce milk on his farm(s) are the personal enterprise of and at the personal risk of such person; and

(2) The operation of the processing and packaging facilities are the personal enterprise of and at the personal risk of such person.

§ 1061.10 Distributing plant.

"Distributing plant" means a plant at which approved milk is processed and packaged and from which approved milk is disposed of during the month as fluid milk products in the marketing area on routes.

§ 1061.11 Supply plant.

"Supply plant" means a plant at which approved milk is received from farms and is shipped to and received at a distributing plant which is a pool plant.

§ 1061.12 Pool plant.

"Pool plant" means a distributing plant or supply plant except the plant of a producer-handler or a plant exempt pursuant to § 1061.62 which meets the conditions set forth in paragraph (a) or (b) of this section:

(a) A distributing plant from which during the month or during the immediately preceding month there is disposed of:

(1) As Class I milk in the marketing area on routes not less than 15 percent of such plants total sales of packaged Class I milk; and

(2) As Class I milk not less than the applicable percentage of such plants receipts of approved milk from dairy farmers and cooperative associations in their capacity as handlers pursuant to § 1061.8(c):

(i) September through December, 50 percent;

(ii) January, February, July and August, 35 percent;

(iii) March through June, 25 percent.

(b) A supply plant from which during the month not less than 50 percent of its receipts of approved milk from dairy farmers and from cooperative associations of producers in their capacity as handlers pursuant to § 1061.8(c) is shipped to and received at distributing pool plants: *Provided,* That any supply plant which is a pool plant by reason of meeting the required percentages in this paragraph during each of the months of September through December (in 1961 during each month from the effective date through December) shall be pooled for each of the following months of January through August unless the plant operator requests the market administrator in writing that such plant not be a pool plant, such nonpool status to be effective the first month following such notice and thereafter until the plant qualifies as a pool plan on the basis of shipments.

§ 1061.13 Nonpool plant.

"Nonpool plant" means any milk receiving, manufacturing or processing plant other than a pool plant. The following categories of nonpool plants are further defined as follows:

(a) "Other order plant" means a plant that is fully subject to the pricing and pooling provisions of another order issued pursuant to the Act.

(b) "Producer-handler plant" means a plant operated by a producer-handler as defined in any order (incldng this part) issued pursuant to the Act.

(c) "Partially regulated distributing plant" means a nonpool plant that is neither an other order plant nor a producer-handler plant, from which fluid milk products derived from approved milk are distributed on routes in the marketing area in consumer-type packages or dispenser units during the month.

(d) "Unregulated supply plant" means a nonpool plant from which fluid milk products derived from approved milk are moved during the month to a pool plant qualified pursuant to § 1061.12 and which is not an other order plant nor a producer-handler plant.

§ 1061.14 Producer milk.

"Producer milk" shall be that skim milk or butterfat for each handler's account in milk received pursuant to paragraphs (a) and (b) and diverted pursuant to paragraph (c) as follows:

(a) Received directly from producers' farms at a pool plant by the operator of the pool plant (except that for which a cooperative association is a handler pursuant to § 1061.8(c) or diverted by the pool plant operator pursuant to paragraph (c) of this section;

(b) Received directly from producers' farms for its account by a cooperative association in its capacity as a handler pursuant to § 1061.8(c) or diverted for its account pursuant to paragraph (c) of this section; and

(c) Milk diverted to a pool or nonpool plant shall be considered as received at the plant from which it was diverted for pooling and pricing purposes. During the months of September through December, producer milk shall not include that portion of the milk of a producer which is diverted in excess of 16 days' production.

§ 1061.15 Approved milk.

"Approved milk" means any skim milk and butterfat contained in milk, skim milk or cream which is approved by a duly constituted health authority for distribution as Grade A milk.

§ 1061.16 Other source milk.

"Other source milk" means all skim milk and butterfat contained in:

(a) Receipts during the month of fluid milk products except: (1) Fluid milk products received from pool plants and from cooperative associations in their capacity as handlers pursuant to § 1061.8(c), (2) producer milk, and (3) opening inventory; and

(b) Products (other than fluid milk products, cottage cheese and cottage cheese curd) from any source (including those produced at the plant) that are reprocessed, converted into or combined with another product in the plant during the month, and any disappearance of products other than fluid milk products not otherwise accounted for.

§ 1061.17 Fluid milk product.

"Fluid milk product" means any milk, skim milk, buttermilk, flavored milk, milk drinks (flavored or plain), concentrated milk or skim milk, yogurt, cream (sweet or sour) disposed of as such, and any mixture of milk, skim milk or cream; except sterilized products in hermetically sealed containers, eggnog, frozen dessert mixes, ice cream mix, aerated cream, and cultured sour mixtures disposed of as other than sour cream.

§ 1061.18 Route.

"Route" means any delivery (including delivery through a vendor and sales from a plant or plant store) of a fluid milk product other than a delivery to a pool or a nonpool plant.

MARKET ADMINISTRATOR

§ 1061.20 Designation.

The agency for the administration of this part shall be a market administra-

tor, selected by the Secretary, who shall be entitled to such compensation as may be determined by, and shall be subject to removal by the Secertary.

§ 1061.21 Powers.

The market administrator shall have the following powers with respect to this part:

(a) To administer its terms and provisions ;

(b) To receive, investigate, and report to the Secretary complaints of violations;

(c) To make rules and regulations to effectuate its terms and provisions; and

(d) To recommend amendments to the Secretary.

§ 1061.22 Duties.

The market administrator shall perform all duties necessary to administer the terms and provisions of this part, including but not limited to the following:

(a) Within 45 days following the date on which he enters upon his duties, or such lesser period as may be prescribed by the Secretary, execute and deliver to the Secretary a bond effective as of the date on which he enters upon such duties, and conditioned upon the faithful performance of such duties in an amount and with surety thereon satisfactory to the Secretary;

(b) Employ and fix the compensation of such persons as may be necessary to enable him to administer its terms and provisions;

(c) Obtain a bond in a reasonable amount and with reasonable surety thereon covering each employee who handles funds entrusted to the market administrator;

(d) Pay out of funds provided by § 1061.86 the cost of his bond and of the bonds of his employees, his own compensation, and all other expenses (except those incurred under § 1061.85) necessary and incurred by him in the maintenance and functioning of his office and in the performance of his duties;

(e) Keep such books and records as will clearly reflect the transactions provided for in this part, and upon request by the Secretary surrender the same to such other person as the Secretary may designate;

(f) Submit his books and records to examination by the Secretary and furnish such information and reports as the Secretary may request;

(g) Verify all reports and payments by each handler by audit or such other investigation as may be necessary, of such handler's records and facilities and of the records and facilities of any other handler or person upon whose utilization the classification of skim milk or butterfat for such handler depends;

(h) Publicly announce, at his discretion, unless otherwise directed by the Secretary, by posting in a conspicuous place in his office and by such other means as he deems appropriate, the name of any person who, within 10 days after the date upon which he is required to perform such acts, has not:

(1) Made reports pursuant to §§ 1061.30 through 1061.33;

(2) Maintained adequate records and facilities pursuant to § 1061.34; or

(3) Made payments pursuant to §§ 1061.80 through 1061.86.

(i) On or before the 14th day after the end of each month report to each cooperative association which so requests, the amount and class utilization of milk received by each handler from producers who are members of such cooperative association. For the purpose of this report, the milk so received shall be prorated to each class in the proportion that receipts of all producer milk by such handler were used in each class;

(j) Publicly announce by posting in a conspicuous place in his office and by such other means as he deems appropriate the prices determined for each month as follows:

(1) On or before the 5th day of each month, the minimum price for Class I milk pursuant to § 1061.51(a) and the Class I butterfat differential pursuant to § 1061.52(a), both for the current month; and on or before the 5th day of each month, the minimum prices for Class II milk pursuant to § 1061.51(b) and Class III milk pursuant to § 1061.51 (c) and the Class II butterfat differential pursuant to § 1061.52(b) and the Class III butterfat differential pursuant to § 1061.52(c), all for the month immediately preceding; and

(2) On or before the 12th day of each month, the applicable uniform price(s) computed pursuant to § 1061.71 and the producer butterfat differential computed pursuant to § 1061.72 both applicable to milk delivered during the previous month;

(k) Prepare and disseminate to the public such statistics and other information as he deems advisable and as do not reveal confidential information;

(l) Whenever required for the purpose of allocating receipts from other order plants pursuant to § 1061.46(a)(8) and the corresponding step of § 1061.46 (b), the market administrator shall estimate and publicly announce the combined utilization (to the nearest whole percentage) in Class II and Class III during the month of skim milk and butterfat, respectively, in producer milk of all handlers. Such estimate shall be based upon the most current available data and shall be final for such purpose;

(m) Report to the market administrator of the other order, as soon as possible after the report of receipts and utilization for the month is received from a handler who has received fluid milk products from an other order plant, the classification to which such receipts are allocated pursuant to § 1061.46 pursuant to such report, and thereafter any change in such allocation required to correct errors disclosed in verification of such report; and

(n) Furnish to each handler operating a pool plant who has shipped fluid milk products to an other order plant, the classification to which the skim milk and butterfat in such fluid milk products were allocated by the market administrator of the other order on the basis of the report of the receiving handler; and, as necessary, any changes in such classification arising in the verification of such report.

REPORTS, RECORDS, AND FACILITIES

§ 1061.30 Reports of receipts and utilization.

On or before the 7th day after the end of each delivery period, each handler for each of his pool plants and each cooperative association which is a handler pursuant to § 1061.8 (b) or (c), shall report for such month to the market administrator in the detail and on forms prescribed by the market administrator as follows:

(a) The quantities of skim milk and butterfat contained in:

(1) Receipts for his account of producer milk from each producer, the average butterfat test, the pounds of butterfat contained therein and the number of days milk was received from such producer;

(2) Fluid milk products received from other pool plants and from a cooperative association in its capacity as a handler pursuant to § 1061.8(c);

(3) Other source milk;

(4) Inventories on hand at the beginning of the month.

(b) The utilization of all skim milk and butterfat required to be reported pursuant to paragraph (a) of this section and inventories of fluid milk products on hand at the end of the month;

(c) The disposition of fluid milk products in the marketing area on routes;

(d) Such other information with respect to his sources and utilization of butterfat and skim milk as the market administrator may prescribe; and

(e) Each handler specified in § 1061.8 (d) who operates a partially regulated distributing plant shall report as required in paragraphs (a) through (d) of this section, except that receipts of Grade A milk from dairy farmers shall be reported in lieu of receipts from producers.

§ 1061.31 Payroll reports.

(a) On or before the 23d day of each month; each handler except a producer-handler or a handler making payments pursuant to § 1061.61 shall submit to the market administrator in the detail and on forms approved by the market administrator his producer payroll for the preceding month, which shall show for each producer:

(1) His name and address;

(2) The total pounds of milk, the average butterfat test thereof, and the pounds of butterfat received from such producer and the number of days on which milk was received from such producer;

(3) The net amount of payment to each producer; and

(4) The nature and amount of any deductions or charged items involved in such payments.

(b) Each handler making payments pursuant to § 1061.61(a) shall report the information required pursuant to paragraph (a) of this section substituting receipts from dairy farmers for receipts from producers.

§ 1061.32 Other reports.

Each producer-handler shall make reports to the market administrator at such time and in such manner as the market administrator shall request.

(b) Each handler who causes producer milk to be diverted to any plant shall report, prior to such diversion, to the market administrator and to the cooperative association of which such producer is a member, his intention to divert such milk, the proposed date or dates of such diversion and the plant to which such milk is to be diverted.

§ 1061.33 Reports to cooperative associations.

Each handler who receives milk from producers for which payment is to be made to a cooperative association pursuant to § 1061.80(b) shall report on or before the 7th day after the end of the month to such cooperative association with respect to each such producer, on forms approved by the market administrator, as follows:

(a) The days of delivery, the total pounds of milk, and the average butterfat test of milk received from such producer during the month;

(b) The amount or rate and nature of any deductions; and

(c) The amount of any payments due such producer pursuant to § 1061.84.

§ 1061.34 Records and facilities.

Each handler shall maintain and make available to the market administrator or to his representative during the usual hours of business such accounts and records of his operations and such facilities as the market administrator deems necessary for the market administrator to verify or establish the correct data with respect to:

(a) The receipts of producer milk and other source milk and the utilization of such receipts;

(b) The weights and tests for butterfat and other content of all milk, skim milk, cream and milk products handled;

(c) Payments to producers and cooperative associations; and

(d) The pounds of skim milk and butterfat contained in or represented by all milk, skim milk, cream, and each milk product on hand at the beginning and at the end of each delivery period.

§ 1061.35 Retention of records.

All books and records required under this order to be made available to the market administrator shall be retained by the handler for a period of three years to begin at the end of the calendar month to which such books and records pertain: *Provided*, That, if within such three-year period, the market administrator notifies the handler in writing that the retention of such books and records, or of specified books and records, is necessary in connection with a proceeding under section 8c(15)(A) of the Act, or a court action specified in such notice, the handler shall retain such books and records, or specified books and records, until further written notification from the market administrator. In either case the market administrator shall give further written notification to the handler promptly upon the termination of the litigation or when the records are no longer necessary in connection therewith.

CLASSIFICATION

§ 1061.40 Skim milk and butterfat to be classified.

All skim milk and butterfat received within the month for which utilization is required to be reported pursuant to §§ 1061.30 through 1061.32 shall be classified by the market administrator pursuant to the provisions of §§ 1061.41 through 1061.46. If any of the water contained in the milk from which a product is made is removed before the product is utilized or disposed of by a handler, the pounds of skim milk used or disposed of in such products shall be considered to be an amount equivalent to the nonfat milk solids contained in such product, plus all the water originally associated with such solids.

§ 1061.41 Classes of utilization.

Subject to the conditions set forth in §§ 1061.43 and 1061.44, the classes of utilization shall be as follows:

(a) Class I milk shall be all skim milk and butterfat:

(1) Disposed of in the form of fluid milk products except:

(i) Fluid milk products classified as Class III pursuant to paragraph (c)(2), (3) and (4) of this section; and

(ii) Fluid milk products which are fortified with nonfat milk solids shall be Class I in an amount equal only to the weight of an equal volume of an unfortified product of the same butterfat content; and

(2) Not specifically accounted for as Class II or Class III utilization.

(b) Class II milk shall be all skim milk and butterfat used to produce or added to cottage cheese and cottage cheese curd except cottage cheese and cottage cheese curd disposed of as livestock feed or dumped after prior notification to and opportunity for verification by the market administrator: *Provided*, That Class II classification shall not include the weight of water associated with nonfat milk solids (as computed pursuant to § 1061.40) used to fortify fluid milk products used to produce or added to cottage cheese or cottage cheese curd.

(c) Class III milk shall be all skim milk and butterfat:

(1) Used to produce:

(i) Any product other than those products designated as Class I or Class II pursuant to paragraphs (a) and (b) of this section; and

(ii) Cottage cheese and cottage cheese curd which is disposed of as livestock feed or dumped after prior notification to and opportunity for verification by the market administrator;

(2) Disposed of and used for starter churning; delivered in bulk to and used at commercial food establishments in the manufacture of processed foods for consumption off the premises, bakery products or candy; or disposed of as livestock feed;

(3) In skim milk dumped after prior notification to and opportunity for verification by the market administrator;

(4) In the weight of fortified fluid milk products which is not classified as Class I pursuant to paragraph (a)(1) of this section or as Class II pursuant to paragraph (b) of this section;

(5) In inventory of fluid milk products on hand at the end of the month;

(6) In actual shrinkage allocated pursuant to § 1061.42(b)(1) but not in excess of:

(i) Two percent of milk received at a pool plant directly from producers; plus

(ii) Two percent of milk received from a cooperative association handler pursuant to § 1061.8(c), if the handler operating the pool plant files with the market administrator notice that he is purchasing such milk on the basis of farm weights determined by farm bulk tank calibrations; plus

(iii) One and one-half percent of milk received in bulk from pool plants of other handlers or received from cooperative associations pursuant to § 1061.8(c) unless two percent shrinkage is assigned pursuant to subdivision (ii) of this subparagraph; plus

(iv) One and one-half percent of receipts of fluid milk products in bulk from an other order plant, exclusive of the quantity for which Class II or Class III utilization was requested by the operators of both plants; plus

(v) One and one-half percent of receipts of fluid milk products in bulk from unregulated supply plants, exclusive of the quantity for which Class II or Class III utilization was requested by the handler; less

(vi) One and one-half percent of milk disposed of in bulk to other plants; and less

(vii) One and one-half percent of milk disposed of to plants by a cooperative association handler pursuant to § 1061.8(c) unless two percent shrinkage is assigned pursuant to subdivision (ii) of this subparagraph; and

(7) In shrinkage allocated to other source milk pursuant to § 1061.42(b)(2).

§ 1061.42 Shrinkage.

The market administrator shall allocate shrinkage over a handler's receipts as follows:

(a) Compute the total shrinkage of skim milk and butterfat, respectively, for each handler; and

(b) Prorate the resulting amounts between:

(1) The maximum pounds of skim milk and butterfat pursuant to § 1061.41(c)(6) divided by 0.02; and

(2) The pounds of skim milk and butterfat in other source milk received in the form of bulk fluid milk products, exclusive of that specified in § 1061.41(c)(6).

§ 1061.43 Responsibility of handlers and reclassification of milk.

(a) All skim milk and butterfat shall be Class I milk unless the handler who first receives such skim milk or butterfat can establish to the satisfaction of the market administrator that such skim milk or butterfat should be classified otherwise.

(b) Any skim milk or butterfat shall be reclassified if verification by the mar-

ket administrator discloses that the original classification was incorrect.

§ 1061.44 Transfers.

Skim milk or butterfat in the form of a fluid milk product shall be classified:

(a) At the utilization indicated by the operators of both plants or by the handler pursuant to § 1061.8(c) and the plant operator, otherwise as Class I milk, if transferred or diverted from a pool plant or from a handler pursuant to § 1061.8(c) to the pool plant of another handler, except as provided in paragraph (d) of this section, subject in either event to the following conditions:

(1) The skim milk or butterfat so assigned in any class shall be limited to the amount thereof remaining in such class in the transferee plant after computations pursuant to § 1061.46(a)(8) and the corresponding step of § 1061.46(b);

(2) If the transferor plant received during the month other source milk to be allocated pursuant to § 1061.46(a)(3) and the corresponding step of § 1061.46(b), the skim milk and butterfat so transferred shall be classified so as to allocate the least possible Class I utilization to such other source milk; and

(3) If the transferor handler received during the month other source milk to be allocated pursuant to § 1061.46(a)(7) or (8) and the corresponding steps of § 1061.46(b), the skim milk and butterfat so transferred up to the total of such receipts shall not be classified as Class I milk to a greater extent than would be applicable to a like quantity of such other source milk received at the transferee plant;

(b) As Class I milk, if transferred from a pool plant to a producer-handler;

(c) As Class I milk, if transferred or diverted in bulk to a nonpool plant that is neither an other order plant nor a producer-handler plant unless the requirements of subparagraphs (1) and (2) of this paragraph are met, in which case the skim milk and butterfat so transferred or diverted shall be classified in accordance with the assignment resulting from subparagraph (3) of this paragraph:

(1) The transferring or diverting handler claims classification pursuant to the assignment set forth in subparagraph (3) of this paragraph in his report submitted to the market administrator pursuant to § 1061.30 for the month within which such transaction occurred;

(2) The operator of such nonpool plant maintains books and records showing the utilization of all skim milk and butterfat received at such plant which are made available if requested by the market administrator for the purpose of verification; and

(3) The skim milk and butterfat so transferred shall be classified on the basis of the following assignment of utilization at such nonpool plant in excess of receipts of packaged fluid milk products from all pool plants and other order plants:

(i) Any Class I utilization disposed of on routes in the marketing area shall be first assigned to the skim milk and butterfat in the fluid milk products so transferred or diverted from pool plants, next pro rata to receipts from other order plants and thereafter to receipts from dairy farmers who the market administrator determines constitute regular sources of supply of Grade A milk for such nonpool plant;

(ii) Any Class I utilization disposed of on routes in the marketing area of another order issued pursuant to the Act shall be first assigned to receipts from plants fully regulated by such order, next pro rata to receipts from pool plants and other order plants not regulated by such order, and thereafter to receipts from dairy farmers who the market administrator determines constitute regular sources of supply for such nonpool plant;

(iii) Class I utilization in excess of that assigned pursuant to subdivisions (i) and (ii) of this subparagraph shall be assigned first to remaining receipts from dairy farmers who the market administrator determines constitute the regular source of supply for such nonpool plant and Class I utilization in excess of such receipts shall be assigned pro rata to unassigned receipts at such nonpool plant from all pool and other order plants; and

(iv) To the extent that Class I utilization is not so assigned to it, the skim milk and butterfat so transferred shall be classified as Class II milk to the extent such utilization is available, and then to Class III milk.

(d) If a specified utilization is not claimed by both handlers, subject to paragraph (a) of this section, skim milk and butterfat transferred to the pool plant of another handler by a cooperative association which is a handler pursuant to § 1061.8(c) shall be classified pro rata to the respective amounts remaining in each class for such month at the pool plant of the receiving handler after the computations pursuant to § 1061.46(a)(9) and the corresponding step of (b); and

(e) As follows, if transferred to an other order plant in excess of receipts from such plant in the same category as described in subparagraph (1), (2) or (3) of this paragraph:

(1) If transferred in packaged form, classification shall be in the classes to which allocated as a fluid milk product under the other order;

(2) If transferred in bulk form, classification shall be in Class I if allocated as a fluid milk product to Class I under the other order, in Class II if allocated to Class II under an order that provides three classes and in Class III if allocated to Class III under the other order or if allocated to Class II under an order that provides only two classes (including allocation under the conditions set forth in subparagraph (3) of this paragraph);

(3) If the operators of both the transferor and transferee plants so request in the reports of receipts and utilization filed with their respective market administrators, transfers in bulk form shall be classified as Class II or Class III to the extent of the Class II or Class III utilization (or comparable utilization under such other order) available for such assignment pursuant to the allocation provisions of the transferee order;

(4) If information concerning the classification to which allocated under the other order is not available to the market administrator for purposes of establishing classification pursuant to this paragraph, classification shall be as Class I, subject to adjustment when such information is available;

(5) For purposes of this paragraph, if the transferee order provides for only two classes of utilization, milk allocated to a class consisting primarily of fluid milk products shall be classified as Class I and milk allocated to the other class shall be classified as Class III; and

(6) If the form in which any fluid milk product is transferred to an other order plant is not defined as a fluid milk product under such other order, classification shall be in accordance with the provisions of § 1061.41.

§ 1061.45 Computation of skim milk and butterfat in each class.

For each month the market administrator shall correct mathematical and other obvious errors in the report of receipts and utilization submitted by each handler and shall compute the total pounds of skim milk and butterfat, respectively, in each class for such handler.

§ 1061.46 Allocation of skim milk and butterfat classified.

After making the computations pursuant to § 1061.45, the market administrator shall determine the classification of producer milk for each handler as follows:

(a) Skim milk shall be allocated in the following manner:

(1) Subtract from the total pounds of skim milk in Class III, the pounds of skim milk classified as Class III pursuant to § 1061.41(c)(6);

(2) Subtract from the remaining pounds of skim milk in each class, the pounds of skim milk in fluid milk products received in packaged form from other order plants as follows:

(i) From Class III milk, the lesser of the pounds remaining or two percent of such receipts; and

(ii) From Class I milk, the remainder of such receipts;

(3) Subtract, in the order specified below, from the pounds of skim milk remaining in each class, in series beginning with Class III milk, the pounds of skim milk in each of the following:

(i) Other source milk in a form other than that of a fluid milk product;

(ii) Receipts of fluid milk products for which Grade A certification is not established, or which are from unidentified sources; and

(iii) Receipts of fluid milk products from a producer-handler, as defined under this or any other Federal order;

(4) Subtract, in the order specified below, from the pounds of skim milk remaining in Class II milk or Class III milk, but not in excess of such quantity, the pounds of skim milk in each of the following:

(i) Receipts of fluid milk products from an unregulated supply plant:

(a) For which the handler requests Class II or Class III in series beginning with the requested class; or

(b) In series beginning with Class III, which are in excess of the pounds of skim milk determined by subtracting from 125 percent of the pounds of skim milk remaining in Class I milk, the sum of the pounds of skim milk in producer milk, receipts from other pool plants, from cooperative handlers pursuant to § 1061.8(c), and receipts in bulk from other order plants;

(ii) Receipts of fluid milk products in bulk from an other order plant in excess of similar transfers to such plant, if Class II or Class III was requested by the operators of both plants in series beginning with the requested class;

(5) Subtract from the pounds of skim milk remaining in each class, in series beginning with Class III milk, the pounds of skim milk in inventory of fluid milk products at the beginning of the month;

(6) Add to the remaining pounds of skim milk in Class III milk, the pounds subtracted pursuant to subparagraph (1) of this paragraph;

(7) Subtract from the pounds of skim milk remaining in each class, pro rata to such quantities, the pounds of skim milk in receipts of fluid milk products from unregulated supply plants which were not subtracted pursuant to subparagraph (4)(i) of this paragraph;

(8) Subtract from the pounds of skim milk remaining in each class, in the following order, the pounds of skim milk in receipts of fluid milk products in bulk from an other order plant(s), in excess in each case of similar transfers to the same plant, which were not subtracted pursuant to subparagraph (4)(ii) of this paragraph:

(i) In series beginning with Class III, the pounds determined by multiplying the pounds of such receipts by the larger of the percentage of estimated combined Class II and Class III utilization of skim milk announced for the month by the market administrator pursuant to § 1061.22(l) or the percentage that combined Class II and Class III utilization remaining is of the total remaining utilization of the handler; and

(ii) From Class I, the remaining pounds of such receipts;

(9) Subtract from the pounds of skim milk remaining in each class, the pounds of skim milk received in fluid milk products from other handlers according to the classification assigned pursuant to § 1061.44(a);

(10) Subtract pro rata from the pounds of skim milk remaining in each class, the pounds of skim milk to be classified pursuant to § 1061.44(d); and

(11) If the pounds of skim milk remaining exceed the pounds of skim milk in producer milk, subtract such excess from the pounds of skim milk remaining in each class in series beginning with Class III. Any amount so subtracted shall be known as "overage";

(b) Butterfat shall be allocated in accordance with the procedure outlined for skim milk in paragraph (a) of this section; and

(c) Combine the amounts of skim milk and butterfat determined pursuant to paragraphs (a) and (b) of this section into one total for each class and determine the weighted average butterfat content of producer milk in each class.

Minimum Prices

§ 1061.50 Basic formula price.

The basic formula price shall be the average price per hundredweight for manufacturing grade milk, f.o.b. plants in Wisconsin and Minnesota, as reported by the Department for the month. Such price shall be adjusted to a 3.5 percent butterfat basis by a butterfat differential rounded to the nearest one-tenth cent computed at 0.12 times the simple average of the daily wholesale selling prices (using the midpoint of any price range as one price) of Grade A (92-score) bulk creamery butter per pound at Chicago, as reported by the Department for the month. The basic formula price shall be rounded to the nearest full cent.

§ 1061.51 Class prices.

Subject to the provisions of §§ 1061.52 and 1061.53, the minimum class prices per hunndredweight of milk containing 3.5 percent butterfat to be paid by each handler for milk received from producers during the month shall be as follows:

(a) *Class I milk.* The price for Class I milk shall be 10 cents less than the Greater Kansas City Federal milk order (Part 1064 of this chapter) Class I price for the same month;

(b) *Class II milk.* The Class II milk price shall be the basic formula price for the month; and

(c) *Class III milk.* The Class III milk price shall be the higher of:

(1) The average of the basic or field prices per hundredweight reported to have been paid or to be paid for ungraded milk of 3.5 percent butterfat content received from farmers during the delivery period at the following plants for which prices have been reported to the market administrator, plus 24 cents.

Present Operator and Location

Carnation Co., Girard, Kans.
Kraft Foods Co., Nevada, Mo.
Pet Milk Co., Iola, Kans.
Swift and Co., Parsons, Kans.; or

(2) The price per hundredweight computed as follows:

(i) Multiply by 4.24 the simple average, as computed by the market administrator, of the daily wholesale selling prices (using the midpoint of any price range as one price) of Grade AA (93-score) bulk creamery butter per pound at Chicago as reported by the Department during the delivery period: *Provided,* That, if no price is reported for Grade AA (93-score) butter, the highest of the prices reported for Grade A (92-score) butter for that day shall be used;

(ii) Multiply by 8.2 the weighted average of carlot prices per pound for spray process nonfat dry milk, for human consumption, f.o.b. manufacturing plants in the Chicago area, as published for the period from the 26th day of the immediately preceding delivery period through the 25th day of the current delivery period, by the Department; and

(iii) From the sum of the results arrived at under subdivisions (i) and (ii) of this subparagraph, subtract 69 cents.

§ 1061.52 Butterfat differentials to handlers.

If the average butterfat content of the milk of any handler allocated to each class pursuant to § 1061.46(c) is more or less than 3.5 percent, there shall be added to the respective class price computed pursuant to § 1061.51 for each one-tenth of 1 percent that the average butterfat content of such milk is above 3.5 percent, or subtracted for each one-tenth of 1 percent that such average butterfat content is below 3.5 percent, an amount equal to the butterfat differential computed as follows:

(a) For Class I milk, multiply the butter price specified in § 1061.50 by 1.2, divide the result by 10, and round to the nearest one-tenth cent.

(b) For Class II milk, multiply the butter price specified in § 1061.50 by 1.15, divide the result by 10, and round to the nearest one-tenth cent.

(c) For Class III milk, multiply the butter price specified in § 1061.50 by 1.15, divide the result by 10, and round to the nearest one-tenth cent.

§ 1061.53 Location adjustments to handlers.

(a) For milk received from producers at a pool plant located more than 50 miles by shortest highway distance as measured by the market administrator, from the nearer of the City Halls in St. Joseph, Missouri, and Sabetha, Kansas, and which is classified as Class I milk or assigned Class I location adjustment credit pursuant to paragraph (b) of this section and for other source milk to which a location adjustment is applicable, the price computed pursuant to § 1061.51(a) shall be reduced by 10 cents, plus 1.5 cents for each 10 miles or fraction thereof that such distance exceeds 60 miles;

(b) For purposes of calculating such adjustment, bulk transfers between pool plants shall be assigned to the Class I disposition at the transferee plant, in excess of the sum of receipts at such plant from producers and cooperative associations pursuant to § 1061.8(c), and the pounds assigned as Class I to receipts from other order plants and unregulated supply plants, such assignment to be made first to transferor plants at which no location adjustment credit is applicable and then in sequence beginning with the plant at which the least location adjustment would apply.

§ 1061.54 Use of equivalent prices.

If for any reason a price specified by this part for computing class prices or for other purposes is not available in the manner described in this part, the market administrator shall use a price determined by the Secretary to be equivalent to the price which is specified.

Application of Provisions

§ 1061.60 Producer-handlers.

Sections 1061.40 through 1061.46, 1061.50 through 1061.53, 1061.61, 1061.70, 1061.71, 1061.80 through 1061.87 shall not apply to a producer-handler.

§ 1061.61 Obligations of handler operating a partially regulated distributing plant.

Each handler who operates a partially regulated distributing plant shall pay to the market administrator for the producer-settlement fund on or before

the 25th day after the end of the month either of the amounts (at the handler's election) calculated pursuant to paragraph (a) or (b) of this section. If the handler fails to report pursuant to §§ 1061.30(e) and 1061.31(b) the information necessary to compute the amount specified in paragraph (a) of this section, he shall pay the amount computed pursuant to paragraph (b) of this section:

(a) An amount computed as follows:

(1) (i) The obligation that would have been computed pursuant to § 1061.70 shall be determined as though such plant were a pool plant. For purposes of such computation, receipts at such nonpool plant from a pool plant or an other order plant shall be assigned to the utilization at which classified at the pool plant or other order plant and transfers from such nonpool plant to a pool plant or an other order plant shall be classified as Class II or Class III milk if allocated to such class at the pool plant or other order plant and be valued at the uniform price of the respective order if so allocated to Class I milk. There shall be included in the obligation so computed a charge in the amount specified in § 1061.70(e) and a credit in the amount specified in § 1061.82(b)(2) with respect to receipts from an unregulated supply plant, unless an obligation with respect to such plant is computed as specified below in this subparagraph.

(ii) If the operator of the partially regulated distributing plant so requests, and provides with his reports pursuant to §§ 1061.30(e) and 1061.31(b) similar reports with respect to the operations of any other nonpool plant which serves as a supply plant for such partially regulated distributing plant by shipments to such plant during the month equivalent to the requirements of § 1061.12(b), with agreement of the operator of such plant that the market administrator may examine the books and records of such plant for purposes of verification of such reports, there will be added the amount of the obligation computed at such nonpool supply plant in the same manner and subject to the same conditions as for the partially regulated distributing plant.

(2) From this obligation there will be deducted the sum of (i) the gross payments made by such handler for Grade A milk received during the month from dairy farmers at such plant and like payments made by the operator of a supply plant(s) included in the computations pursuant to subparagraph (1) of this paragraph, and (ii) any payments to the producer-settlement fund of another order under which such plant is also a partially regulated distributing plant.

(b) An amount computed as follows:

(1) Determine the respective amounts of skim milk and butterfat disposed of as Class I milk on routes in the marketing area; and

(2) Deduct the respective amounts of skim milk and butterfat received as Class I milk at the partially regulated distributing plant from pool plants and other order plants, except that deducted under a similar provision of another order issued pursuant to the Act;

(3) Combine the amounts of skim milk and butterfat remaining into one total and determine the weighted average butterfat content; and

(4) From the value of such milk at the Class I price applicable at the location of the nonpool plant, subtract its value at the uniform price applicable at such location (not to be less than the Class III price).

§ 1061.62 Plants subject to other Federal orders.

A plant specified in paragraph (a) or (b) of this section shall be exempted from all the provisions of this part, except that the operator of such plant shall, with respect to total receipts and utilization or disposition of skim milk and butterfat at the plant, make reports to the market administrator at such time and in such manner as the market administrator may require and allow verification of such reports by the market administrator:

(a) Any plant qualified pursuant to § 1061.12(a) which disposes of a lesser volume of Class I milk in the St. Joseph, Missouri, marketing area than in a marketing area where the handling of milk is regulated pursuant to another order issued pursuant to the Act, and which is subject to the classification and pricing provisions of such other order is exempted;

(b) Any plant qualified pursuant to § 1061.12(b) for any portion of the period January through August, inclusive, that the milk of producers at such plant is subject to the classification and pricing provisions of another order issued pursuant to the Act and the Secretary determines that such plant should be exempted from this part.

DETERMINATION OF UNIFORM PRICE

§ 1061.70 Computation of the net pool obligation of each pool handler.

The net pool obligation of each pool handler during each month shall be a sum of money computed by the market administrator as follows:

(a) Multiply the quantity of producer milk in each class, as computed pursuant to § 1061.46(c), by the applicable class prices (adjusted pursuant to §§ 1061.52 and 1061.53);

(b) Add the amount obtained from multiplying the pounds of overage deducted from each class pursuant to §1061.46(a)(11) and the corresponding step of § 1061.46(b) by the applicable class prices;

(c) Add the amount obtained by multiplying the difference between the Class III price for the preceding month and:

(1) The Class I price for the current month by the hundredweight of skim milk and butterfat subtracted from Class I pursuant to § 1061.46(a)(5) and the corresponding step of § 1061.46(b); and

(2) The Class II price for the current month by the hundredweight of skim milk and butterfat subtracted from Class II pursuant to § 1061.46(a)(5) and the corresponding step of § 1061.46(b);

(d) Add an amount equal to the difference between the value at the Class I price applicable at the pool plant and the value at the Class III price, with respect to skim milk and butterfat in other source milk subtracted from Class I pursuant to § 1061.46(a)(3) and the corresponding step of § 1061.46(b); and

(e) Add an amount equal to the value at the Class I price, adjusted for location of the nearest nonpool plant(s) from which an equivalent weight was received, with respect to skim milk and butterfat subtracted from Class I pursuant to § 1061.46(a)(7) and the corresponding step of § 1061.46(b).

§ 1061.71 Computation of uniform prices.

For each month the market administrator shall compute the uniform price per hundredweight of milk received from producers as follows:

(a) Combine into one total the values computed pursuant to § 1061.70 for all handlers who filed the reports prescribed by § 1061.30 for the month and who made the payments pursuant to §§ 1061.80 and 1061.82 for the preceding month;

(b) Add an amount equal to the total value of the location differentials computed pursuant to § 1061.73;

(c) Subtract, if the average butterfat content of the milk specified in paragraph (e) of this section is more than 3.5 percent, or add, if such butterfat content is less than 3.5 percent, an amount computed by multiplying the amount by which the average butterfat content of such milk varies from 3.5 percent by the butterfat differential computed pursuant to § 1061.72 and multiplying the result by the total hundredweight of such milk;

(d) Add an amount equal to not less than one-half of the unobligated balance in the producer-settlement fund;

(e) Divide the resulting amount by the sum of the following for all handlers included in these computations:

(1) The total hundredweight of producer milk; and

(2) The total hundredweight for which a value is computed pursuant to § 1061.70(e);

(f) Subtract not less than four cents nor more than five cents per hundredweight. The result shall be the "uniform price" for milk received from producers.

§ 1061.72 Butterfat differential to producers.

In making payments pursuant to § 1061.80, there shall be added to or subtracted from the uniform price for each one-tenth of one percent that the average butterfat content of the milk received from the producer is above or below 3.5 percent, respectively, an amount computed by multiplying the pounds of butterfat in producer milk allocated to each class by the appropriate butterfat differential for such class as determined pursuant to § 1061.52, dividing by the total butterfat in producer milk, and rounding to the nearest tenth of a cent.

§ 1061.73 Location differentials to producers and on nonpool milk.

(a) In making payments to producers for milk received at a pool plant located more than 50 miles by the shortest highway distance, as determined by the market administrator, from the City Hall in either St. Joseph, Missouri, or Sabetha,

Kansas, whichever is nearer, there shall be deducted 10 cents per hundredweight of milk for distances of more than 50 but not more than 60 miles, plus an additional one and one-half cents for each additional 10 miles or fraction thereof in excess of 60 miles.

(b) For purposes of computations pursuant to §§ 1061.82 and 1061.83 the uniform price shall be adjusted at the rates set forth in § 1061.53 applicable at the location of the nonpool plant from which the milk was received.

PAYMENTS

§ 1061.80 Time and method of payment.

Each handler shall make payment as follows:

(a) On or before the 15th day after the end of the month during which the milk was received, to each producer for whom payment is not made pursuant to paragraph (c) of this section, an amount equal to not less than the appropriate uniform price pursuant to § 1061.71, adjusted by the butterfat and location differentials to producers pursuant to §§ 1061.72 and 1061.73 subject to the following adjustments:

(1) Less marketing service deductions made pursuant to § 1061.85; and

(2) Less proper deductions authorized in writing by the producer: *Provided*, That if by such date such handler has not received full payment for such delivery period pursuant to § 1061.83, he may reduce his total payment to all producers uniformly by not more than the amount of reduction in payment from the market administrator; the handler shall, however, complete such payments not later than the date for making such payments pursuant to this paragraph next following receipt of the balance from the market administrator;

(b) On or before the 13th day after the end of the month to each cooperative association which has filed a written request for such payment with such handler with respect to producers for whose milk the market administrator determines such cooperative association is authorized to collect payment, an amount equal to not less than the sum of the individual payments otherwise payable to producers pursuant to paragraph (a) of this section, less any deductions authorized in writing by such cooperative association: *Provided*, That the association has provided the handler with a written promise to reimburse the handler the amount of any actual loss incurred by such handler because of any improper claim on the part of the cooperative association;

(c) On or before the 13th day after the end of each delivery period, to each cooperative association, with respect to receipts of milk for which such cooperative association is defined as the handler pursuant to § 1061.8(c), not less than the value of such milk at applicable class prices; and

(d) In making payments to producers pursuant to paragraph (a) of this section, each handler shall furnish each producer with a supporting statement, in such form that it may be retained by the producer, which shall show:

(1) The month and the identity of the handler and the producer;

(2) The pounds per shipment, the total pounds, and the average butterfat test of milk delivered by the producers;

(3) The minimum rate or rates at which payment to the producer is required under the provisions of §§ 1061.70, 1061.71, and 1061.72;

(4) The amount or the rate per hundredweight of each deduction claimed by the handler, including any deduction claimed under paragraph (a) of this section, and § 1061.85, together with a description of the respective deductions; and

(5) The net amount of payment to the producer.

§ 1061.81 Producer-settlement fund.

The market administrator shall establish and maintain a separate fund known as the "producer-settlement fund" into which he shall deposit all payments made by handlers pursuant to §§ 1061.61 (a) and (b), 1061.82 and 1061.84, and out of which he shall make all payments pursuant to §§ 1061.83 and 1061.84: *Provided*, That payments due to any handler shall be offset by payments due from such handler.

§ 1061.82 Payments to the producer-settlement fund.

On or before the 14th day after the end of the month each handler shall pay to the market administrator the amount, if any, by which the total amounts specified in paragraph (a) of this section exceed the amounts specified in paragraph (b) of this section:

(a) The total of the net pool obligation computed pursuant to § 1061.70 for such handler; and

(b) The sum of:

(1) The value of such handler's producer milk at the applicable uniform prices specified in § 1061.80; and

(2) The value at the uniform price(s) applicable at the location of the plant(s) from which received (not to be less than the Class III price) with respect to other source milk for which a value is computed pursuant to § 1061.70(e).

§ 1061.83 Payments out of the producer-settlement fund.

On or before the 14th day after the end of each month the market administrator shall pay to each handler the amount, if any, by which the amount computed pursuant to § 1061.82(b) exceeds the amount computed pursuant to § 1061.82(a). If at such time the balance in the producer-settlement fund is insufficient to make all payments pursuant to this section the market administrator shall reduce uniformly such payment and shall compute such payments as soon as the necessary funds are available.

§ 1061.84 Adjustment of accounts.

Whenever audit by the market administrator of any handler's reports, books, records, or accounts discloses errors resulting in moneys due the market administrator or any producer or cooperative association from such handler, the market administrator shall promptly notify such handler of the amount due and payment therefor shall be made within 5 days if such amount is due the market administrator, or on or before the next date of making payments to producers or a cooperative association, if such amount is due them. Whenever such audit discloses errors resulting in moneys due such handler from the market administrator, payment shall be made within 5 days.

§ 1061.85 Marketing services.

(a) Except as set forth in paragraph (b) of this section, each handler in making payments to producers other than himself pursuant to § 1061.80(a) shall deduct 5 cents per hundredweight or such lesser amount as the Secretary may prescribe with respect to all milk received by such handler from producers during the month, and shall pay such deductions to the market administrator on or before the 12th day after the end of such month. Such moneys shall be used by the market administrator to verify weights, samples, and tests of milk received from and to provide market information to such producers;

(b) In the case of producers for whom a cooperative association is actually performing, as determined by the Secretary, the services set forth in paragraph (a) of this section, each handler shall, in lieu of the deductions specified in paragraph (a) of this section, make such deductions from the payments to be made directly to producers pursuant to § 1061.80(a), as are authorized by such producers, and, on or before the 12th day after the end of each month, pay over such deductions to the association of which such producers are members, accompanied by a statement showing the amount of the deductions and the quantity of milk for which it was computed for each such producer.

§ 1061.86 Expense of administration.

As his pro rata share of the expense of administration of the order, each handler shall pay to the market administrator on or before the 12th day after the end of the month five cents per hundredweight or such lesser amount as the Secretary may prescribe, with respect to (a) producer milk received by a pool plant operator (including such handler's own production), (b) milk received from a cooperative association as a handler pursuant to § 1061.8(c), (c) producer milk of a cooperative association handler pursuant to § 1061.8 (b) and (c) except that transferred or diverted to a pool plant operator, (d) other source milk allocated to Class I pursuant to § 1061.46(a) (3) and (7) and the corresponding steps of § 1061.46 (b), and (e) Class I milk disposed of from a partially regulated distributing plant on routes in the marketing area that exceeds Class I milk received during the month at such plants from pool plants and other order plants.

§ 1061.87 Termination of obligation.

The provisions of this section shall apply to any obligation under this part for the payment of money:

(a) The obligation of any handler to pay money required to be paid under the terms of this part shall, except as provided in paragraphs (b) and (c) of this section, terminate two years after

the last day of the month during which the market administrator receives the handler's utilization report on the milk involved in such obligation, unless within such two-year period the market administrator notifies the handler in writing that such money is due and payable. Service of such notice shall be complete upon mailing to the handler's last known address, and it shall contain but need not be limited to, the following information:

(1) The amount of the obligation;

(2) The month(s) during which the milk, with respect to which the obligation exists, was received or handled; and

(3) If the obligation is payable to one or more producers or to an association of producers, the name of such producer(s) or association of producers, or if the obligation is payable to the market administrator, the account for which it is to be paid.

(b) If a handler fails or refuses, with respect to any obligation under this part, to make available to the market administrator or his representatives all books and records required by this part to be made available, the market administrator may, within the two-year period provided for in paragraph (a) of this section, notify the handler in writing of such failure or refusal. If the market administrator so notifies a handler, the said two-year period with respect to such obligation shall not begin to run until the first day of the calendar month following the month during which all such books and records pertaining to such obligation are made available to the market administrator or his representatives;

(c) Notwithstanding, the provisions of paragraphs (a) and (b) of this section, a handler's obligation under this order to pay money shall not be terminated with respect to any transaction involving fraud or willful concealment of a fact, material to the obligation, on the part of the handler against whom the obligation is sought to be imposed; and

(d) Any obligation on the part of the market administrator to pay a handler any money which such handler claims to be due him under the terms of this part shall terminate two years after the end of the calendar month during which the milk involved in the claim was received if an underpayment is claimed, or two years after the end of the calendar month during which the payment (including deduction or set off by the market administrator) was made by the handler if a refund on such payment is claimed, unless such handler, within the applicable period of time, files, pursuant to section 608c(15)(A) of the Act, a petition claiming such money.

MISCELLANEOUS PROVISIONS

§ 1061.90 Effective time.

The provisions of this part, shall become effective at such time as the Secretary may declare and shall continue in force until suspended or terminated pursuant to § 1061.91.

§ 1061.91 Suspension or termination.

The Secretary may suspend or terminate this part or any provision thereof whenever he finds that it obstructs or does not tend to effectuate the declared policy of the Act. This part shall, in any event, terminate whenever the provisions of the Act authorizing it cease to be in effect.

§ 1061.92 Continuing obligations.

If, upon the suspension or termination of any or all provisions of this part, there are any obligations arising under it, the final accrual or ascertainment of which requires further acts by any person, such further acts shall be performed notwithstanding such suspension or termination.

§ 1061.93 Liquidation.

Upon the suspension or termination of any or all provisions of this part the market administrator, or such person as the Secretary may designate, shall, if so directed by the Secretary, liquidate the business of the market administrator's office and dispose of all funds and property then in his possession or under his control together with claims for any funds which are unpaid or owing at the time of such suspension or termination. Any funds collected over and above the amount necessary to meet outstanding obligations and the expenses necessarily incurred by the market administrator or such person in liquidating and distributing such funds, shall be distributed to the contributing handlers and producers in an equitable manner.

§ 1061.94 Agents.

The Secretary may, by designation in writing, name any officer or employee of the United States to act as his agent or representative in connection with any of the provisions of this part.

§ 1061.95 Separability of provisions.

If any provision of this part, or its application to any person or circumstances, is held invalid, the application of such provision, and of the remaining provisions of this part, to other persons or circumstances shall not be affected thereby.

Order[1] Amending the Order Regulating the Handling of Milk in the Greater Kansas City Marketing Area

DEFINITIONS

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[1] This order shall not become effective unless and until the requirements of § 900.14 of the rules of practice and procedure governing proceedings to formulate marketing agreements and marketing orders have been met.

MARKET ADMINISTRATOR

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1064.101 Separability of provisions.

AUTHORITY: The provisions of this Part 1064 issued under secs. 1–19, 48 Stat. 31, as amended; 7 U.S.C. 601–674.

§ 1064.0 Findings and determinations.

The findings and determinations hereinafter set forth are supplementary and in addition to the findings and determinations previously made in connection with the issuance of the aforesaid order and of the previously issued amendments thereto; and all of said previous findings

and determinations are hereby ratified and affirmed, except insofar as such findings and determinations may be in conflict with the findings and determinations set forth herein.

(a) *Findings upon the basis of the hearing record.* Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), a public hearing was held upon certain proposed amendments to the tentative marketing agreement and to the order regulating the handling of milk in the Greater Kansas City marketing area. Upon the basis of the evidence introduced at such hearing and the record thereof, it is found that:

(1) The said order as hereby amended, and all of the terms and provisions thereof, will tend to effectuate the declared policy of the Act;

(2) The parity prices of milk, as determined pursuant to section 2 of the Act, are not reasonable in view of the price of feeds, available supplies of feeds, and other economic conditions which affect market supply and demand for milk in the said marketing area, and the minimum prices specified in the order as hereby amended, are such prices as will reflect the aforesaid factors, insure a sufficient quantity of pure and wholesome milk, and be in the public interest;

(3) The said order as hereby amended, regulates the handling of milk in the same manner as, and is applicable only to persons in the respective classes of industrial or commercial activity specified in, a marketing agreement upon which a hearing has been held;

(4) All milk and milk products handled by handlers, as defined in the order as hereby amended, are in the current of interstate commerce or directly burden, obstruct, or affect interstate commerce in milk or its products; and

(5) It is hereby found that the necessary expense of the market administrator for the maintenance and functioning of such agency will require the payment by each handler, as his pro rata share of such expense, two cents per hundredweight or such amount not to exceed two cents per hundredweight as the Secretary may prescribe, with respect to (i) producer milk (including such handler's own production), (ii) other source milk allocated to Class I pursuant to § 1064.46(a) (3) and (7) and the corresponding steps of § 1064.46(b), and (iii) Class I milk disposed of from a partially regulated distributing plant except by a handler exempt pursuant to § 1064.60 on routes in the marketing area that exceeds Class I milk received during the month at such plant from pool plants and other order plants.

Order relative to handling. It is therefore ordered, that on and after the effective date hereof, the handling of milk in the Greater Kansas City marketing area shall be in conformity to and in compliance with the terms and provisions of the aforesaid order, as amended and as hereby amended, as follows:

The provisions of the proposed marketing agreement and order amending the order contained in the recommended decision issued by the Deputy Administrator, Regulatory Programs, on February 17, 1965, and published in the FEDERAL REGISTER on February 20, 1965 (30 F.R. 2317; F.R. Doc. 65–1801), subject to a revision of § 1064.41 (b) and (c)(5) shall be and are the terms and provisions of this order amending the order, and the order is set forth in full herein. The provisions affected by this decision are: §§ 1064.6, 1064.7, 1064.14, 1064.22, 1064.40, 1064.41, 1064.42, 1064.44, 1064.45, 1064.46, 1064.51, 1064.52, 1064.53, 1064.61, 1064.70, 1064.72, 1064.80, and 1064.84.

DEFINITIONS

§ 1064.1 Act.

"Act" means Public Act No. 10, 73d Congress, as amended and as reenacted and amended by the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.).

§ 1064.2 Secretary.

"Secretary" means the Secretary of Agriculture of the United States or such other officer or employee of the United States as is authorized to exercise the powers or to perform the duties of the said Secretary of Agriculture of the United States.

§ 1064.3 Department.

"Department" means the U.S. Department of Agriculture or such other Federal agency as is authorized to perform the price reporting functions specified in this part.

§ 1064.4 Person.

"Person" means any individual, partnership, corporation, association or other business unit.

§ 1064.5 Cooperative association.

"Cooperative association" means any cooperative marketing association of producers as defined in § 1064.7, which the Secretary determines after application by the association:

(a) Is qualified under the provisions of the act of Congress of February 8, 1922, as amended, known as the "Capper-Volstead Act";

(b) Has its entire activities under the control of its members; and

(c) Has and is exercising full authority in the sale of milk of its members.

§ 1064.6 Greater Kansas City marketing area.

"Greater Kansas City marketing area" hereinafter called the "marketing area" means all the territory within the boundaries of the places listed below, including territory within such boundaries occupied by Government (municipal, State or Federal) reservations, installations, institutions or other similar establishments:

MISSOURI COUNTIES

Bates.	Johnson.
Cass.	Lafayette.
Henry.	Pettis.
Jackson.	St. Clair.

and that portion (excluding Platte City) of Platte and Clay Counties south of a line extending eastwardly from the Missouri River along State Highway 92 to U.S. Highway 69, thence north to the north section line of section 26 in Washington Township in Clay County, thence east along the north section lines of sections 26 and 25 in Washington Township to the boundaries of Clay and Ray Counties.

KANSAS COUNTIES

Douglas.	Miami.
Geary.	Morris.
Johnson.	Riley.
Leavenworth.	Shawnee.
Lyon.	Wyandotte.

§ 1064.7 Producer.

"Producer" means any person, other than a producer-handler as defined in any order (including this part) issued pursuant to the Act who:

(a) Produces milk acceptable to U.S. Government agencies for fluid consumption in its institutions or bases which is received at a pool plant supplying Class I milk to such an institution or base in the marketing area; or

(b) Produces milk under a dairy farm permit or rating issued by a duly constituted health authority for the production of milk to be used for consumption as Grade A milk in the marketing area which:

(1) Is received at a pool plant; or

(2) Is caused to be diverted during any of the months of January through August or to the extent of not more than 16 days' production during the months of September through December, from a pool plant to a nonpool plant by a handler or cooperative association for the account of such handler or cooperative association; or

(3) Milk diverted pursuant to subparagraph (2) of this paragraph shall be considered as having been received at the plant from which it is diverted unless it is diverted to a nonpool plant located more than 125 miles by the shortest highway distance as determined by the market administrator from the nearer of the City Halls in Kansas City, Missouri, or Topeka, Kansas, in which case it shall be considered as having been received at the nonpool plant location in applying §§ 1064.53 and 1064.81.

§ 1064.8 Route.

"Route" means any delivery (including a sale from a plant or plant store) of a fluid milk product other than a delivery to any milk processing plant.

§ 1064.9 Approved plant.

"Approved plant" means any milk plant which is:

(a) Approved by a duly constituted health authority for the handling of milk for consumption as Grade A milk in the marketing area; or

(b) Approved for the supplying of milk to any agency of the U.S. Government located within the marketing area.

§ 1064.10 Pool plant.

"Pool plant" means any approved plant other than that of a producer-handler or a plant exempt pursuant to § 1064.62:

(a) From which during the current or immediately preceding delivery period:

(1) There is disposed of as Class I milk on routes in the marketing area, an amount equal to 15 percent or more of such plant's total receipts of milk from dairy farmers qualified to become producers (as defined in § 1064.7) including receipts from a cooperative association in its capacity as a handler pursuant to § 1064.11(c) and in bulk from other approved plants; and also

(2) During the same delivery period there is disposed of as Class I milk an amount not less than the applicable percentage of such receipts, as follows:

(i) March through June, 35 percent;

(ii) July through February, 45 percent;

(3) For the purposes of calculating the percentages specified in subparagraphs (1) and (2) of this paragraph:

(i) Milk in packaged form transferred from one approved plant to another approved plant shall be credited as Class I disposition on routes by the transferor plant and an equal volume shall be excluded from the Class I disposition of the transferee plant; and

(ii) The combined receipts and disposition of the multiple plant operation shall be used in the case of each handler who disposes of any milk on a route in the marketing area and also operates more than one approved plant;

(b) From which during the month not less than 50 percent of its supply of milk from dairy farmers qualified to become producers, less any milk disposed of as Class I on routes, is moved to a plant(s) described in paragraph (a) of this section: *Provided,* That any plant which has shipped to a plant(s) described in paragraph (a) of this section the required percentage of its supply of milk from dairy farmers qualified to become producers during each of the months of August through December, shall be a pool plant for each of the following months of January through July unless a written request for nonpool status is furnished to the market administrator; or

(c) Which is operated by a cooperative association and 65 percent or more of the milk delivered during the delivery period by producers who are members of such association is received at the pool plants of other handlers.

(d) For the purpose of this section milk diverted to a nonpool plant shall be deemed to have been received at the pool plant from which it was diverted.

§ 1064.11 Handler.

"Handler" means:

(a) Any person in his capacity as the operator of a pool plant;

(b) Any person in his capacity as the operator of a partially regulated distributing plant;

(c) Any cooperative association which chooses to report as a handler with respect to the milk of its member producers which is delivered to the pool plant of another handler or to the plant of a producer-handler in a tank truck owned or operated by or under contract to such cooperative association for the account of such cooperative association. (Such milk shall be considered as having been received by such cooperative association at the plant to which it is delivered.);

(d) Any cooperative association which chooses to report as a handler with respect to the milk of its member-producers which is delivered in cans to the pool plants of two or more handlers in a single delivery period (such milk shall be considered as having been received by such cooperative association at the plant to which it is delivered);

(e) Any cooperative association with respect to the milk of any producer which such cooperative association causes to be diverted from a pool plant to a nonpool plant for the account of such cooperative association; or

(f) A producer-handler, or any person who operates an other order plant described in § 1064.62.

§ 1064.12 Producer-handler.

"Producer-handler" means a person who operates both a dairy farm(s) and a milk processing or bottling plant at which each of the following conditions is met during the month:

(a) Milk is received from the dairy farm(s) of such person or from a cooperative association pursuant to § 1064.11(c) but from no other dairy farm;

(b) Fluid milk products are disposed of on routes to retail or wholesale outlets in the marketing area; and

(c) The butterfat or skim milk disposed of in the form of a fluid milk product does not exceed the butterfat or skim milk, respectively, received in the form of milk from the dairy farm(s) of such person and in the form of a fluid milk product from pool plants of other handlers or from a cooperative association pursuant to § 1064.11(c); and

(d) Such person shall furnish to the market administrator for his verification, subject to review by the Secretary, evidence that the maintenance, care and management of the dairy animals and other resources necessary for the production of milk in his name are and continue to be the personal enterprise of and at the personal risk of such producer in his capacity as a handler.

§ 1064.13 Producer milk.

"Producer milk" means only that skim milk or butterfat contained in milk (a) received at a pool plant directly from producers; (b) received by a cooperative association in its capacity as a handler pursuant to § 1064.11 (c) or (d); or (c) diverted from a pool plant to a nonpool plant in accordance with the conditions set forth in § 1064.7.

§ 1064.14 Other source milk.

"Other source milk" means all skim milk and butterfat in:

(a) Receipts during the delivery period of fluid milk products except:

(1) Fluid milk products received from other pool plants and from handlers pursuant to § 1064.11 (c) and (d);

(2) Sterilized cream received and disposed of in the same hermetically sealed container; or

(3) Producer milk; and

(b) Products (other than fluid milk products, cottage cheese and cottage cheese curd) from any source (including those produced at the plant) that are reprocessed, converted into or combined with another product in the plant during the month, and any disappearance of products other than fluid milk products not otherwise accounted for.

§ 1064.15 Delivery period.

"Delivery period" means a calendar month or the portion thereof during which this part or any amendment thereto is in effect.

§ 1064.16 Base milk.

"Base milk" means the amount of milk received by a handler from a producer during each of the delivery periods of February through July which is not in excess of such producer's daily base computed pursuant to § 1064.65 multiplied by the number of days in such delivery period on which such milk was received by the handler: *Provided,* That with respect to any producer on "every-other-day" delivery to a pool plant the days of nondelivery shall be considered as days of delivery for purposes of this section and of § 1064.65.

§ 1064.17 Excess milk.

"Excess milk" means the amount of milk received by a handler from a producer during each of the delivery periods of February through July which is in excess of base milk received from such producer during such delivery period, and shall include all milk received from a producer for whom no daily base can be computed pursuant to § 1064.65.

§ 1064.18 Fluid milk product.

"Fluid milk product" means milk, skim milk, buttermilk, flavored milk, flavored milk drinks, fortified milk or skim milk, reconstituted milk or skim milk, sweet or sour cream and any mixture of such cream and milk or skim milk (including such mixtures containing less than the required butterfat standard for cream but not including any cultured sour mixtures to which cheese or any food substance other than a milk product has been added in an amount not less than 3 percent by weight of the finished product) and concentrated (frozen or fresh) milk, flavored milk, or flavored milk drinks which are neither sterilized nor in hermetically sealed cans.

§ 1064.19 Nonpool plant.

"Nonpool plant" means any milk receiving, manufacturing or processing plant other than a pool plant. The following categories of nonpool plants are further defined as follows:

(a) "Other order plant" means a plant that is fully subject to the pricing and pooling provisions of another order issued pursuant to the Act.

(b) "Producer-handler plant" means a plant operated by a producer-handler as defined in any order (including this part) issued pursuant to the Act.

(c) "Partially regulated distributing plant" means a nonpool approved plant that is neither an other order plant nor a producer-handler plant, from which fluid milk products in consumer-type packages or dispenser units are distrib-

uted on routes in the marketing area during the month.

(d) "Unregulated supply plant" means a nonpool approved plant from which milk is shipped during the month to a pool plant qualified pursuant to § 1064.10 and which is not an other order plant nor a producer-handler plant.

MARKET ADMINISTRATOR

§ 1064.20 Designation.

The agency for the administration hereof shall be a market administrator, selected by the Secretary, who shall be entitled to such compensation as may be determined by, and shall be subject to removal at the discretion of, the Secretary.

§ 1064.21 Powers.

The market administrator shall have the following powers with respect to this part:

(a) To administer its terms and provisions;

(b) To receive, investigate, and report to the Secretary complaints of violations;

(c) To make rules and regulations to effectuate its terms and provisions; and

(d) To recommend amendments to the Secretary.

§ 1064.22 Duties.

The market administrator shall perform all duties necessary to administer the terms and provisions of this part, including but not limited to the following:

(a) Within 45 days following the date on which he enters upon his duties, or such lesser period as may be prescribed by the Secretary, execute and deliver to the Secretary a bond effective as of the date on which he enters upon such duties and conditioned upon the faithful performance of such duties, in an amount and with surety thereon satisfactory to the Secretary;

(b) Employ and fix the compensation of such persons as may be necessary to enable him to administer its terms and provisions;

(c) Obtain a bond in a reasonable amount and with reasonable surety thereon covering each employee who handles funds entrusted to the market administrator;

(d) Pay out of funds provided by § 1064.88 the cost of his bond and of the bonds of his employees, his own compensation, and all other expenses (except those incurred under § 1064 87) necessarily incurred by him in the maintenance and functioning of his office and in the performance of his duties;

(e) Keep such books and records as will clearly reflect the transactions provided for herein, and upon request by the Secretary surrender the same to such other person as the Secretary may designate;

(f) Submit his books and records to examination by the Secretary and furnish such information and reports as the Secretary may request;

(g) Audit all reports and payments by each handler by inspection of such handler's records and of the records of any other handler or person upon whose utilization the classification of skim milk or butterfat for such handler depends;

(h) Publicly announce, at his discretion, unless otherwise directed by the Secretary, by posting in a conspicuous place in his office and by such other means as he deems appropriate, the name of any person who, within 10 days after the date upon which he is required to perform such acts, has not:

(1) Made reports pursuant to §§ 1064.-30 through 1064.32,

(2) Maintained adequate records and facilities pursuant to § 1064.33, or

(3) Made payments pursuant to §§ 1064.80 through 1064.86,

(i) On or before the 14th day after the end of each delivery period, report to each cooperative association which so requests the amount and class utilization of milk received by each handler from such cooperative association in its capacity as a handler pursuant to § 1064.11 (c) or (d) and directly from members of such cooperative association. For the purpose of this report, the milk so received shall be prorated to each class in proportion to the utilization by such handler in each class remaining after the allocation pursuant to § 1064.46 (a) (1) through (8) and the corresponding steps of § 1064.46(b);

(j) Publicly announce by posting in a conspicuous place in his office and by such other means as he deems appropriate the prices determined for each delivery period as follows:

(1) On or before the 5th day of each month, the minimum price for Class I milk pursuant to § 1064.51(a) and the Class I butterfat differential pursuant to § 1064.52(a), both for the current delivery period; and on or before the 5th day of each month the minimum prices for Class II milk pursuant to § 1064.51(b) and Class III milk pursuant to § 1064.51 (c) and the Class II butterfat differential pursuant to § 1064.52(b) and the Class III butterfat differential pursuant to § 1064.52(c), all for the delivery period immediately preceding; and

(2) On or before the 12th day of each month the applicable uniform price(s) computed pursuant to §§ 1064.71 and 1064.72 and the producer butterfat differential computed pursuant to § 1064.82, both applicable to milk delivered during the previous delivery period;

(k) Prepare and disseminate to the public such statistics and other information as he deems advisable and as do not reveal confidential information;

(l) On or before February 1 of each year in writing notify: (1) Each producer who made deliveries of milk during the previous September through December of his daily base computed pursuant to § 1064.65, (2) each cooperative association of the daily base of each member of such association, and (3) each handler of the daily base of each producer from whom such handler received milk;

(m) Whenever required for the purpose of allocating receipts from other order plants pursuant to § 1064 46(a) (8) and the corresponding step of § 1064.46 (b), the market administrator shall estimate and publicly announce the combined utilization (to the nearest whole percentage) in Class II and Class III during the month of skim milk and butterfat, respectively, in producer milk of all handlers. Such estimate shall be based upon the most current available data and shall be final for such purpose;

(n) Report to the market administrator of the other order, as soon as possible after the report of receipts and utilization for the month is received from a handler who has received fluid milk products from an other order plant, the classification to which such receipts are allocated pursuant to § 1064.46 pursuant to such report, and thereafter any change in such allocation required to correct errors disclosed in verification of such report; and

(o) Furnish to each handler operating a pool plant who has shipped fluid milk products to an other order plant, the classification to which the skim milk and butterfat in such fluid milk products were allocated by the market administrator of the other order on the basis of the report of the receiving handler; and, as necessary, any changes in such classification arising in the verification of such report.

REPORTS, RECORDS AND FACILITIES

§ 1064.30 Reports of receipts and utilization.

On or before the 7th day after the end of each delivery period each handler, except a producer-handler, shall report to the market administrator in the detail and on forms prescribed by the market administrator as follows:

(a) The receipts at each plant of milk from each producer, the average butterfat test, the pounds of butterfat contained therein, the number of days on which milk was received from such producer, and for each of the delivery periods of February through July, the total pounds of base milk and excess milk received from each producer.

(b) The quantities of skim milk and butterfat contained in (or used in the production of) fluid milk products received from other handlers;

(c) The quantities of skim milk and butterfat contained in receipts of other source milk;

(d) The utilization of all skim milk and butterfat required to be reported pursuant to this section;

(e) The disposition of fluid milk products on routes wholly outside the marketing area;

(f) Such other information with respect to receipts and utilization as the market administrator may prescribe;

(g) The pounds of skim milk and butterfat contained in all fluid milk products on hand at the beginning and at the end of the delivery period; and

(h) Each handler specified in § 1064.11 (b) who operates a partially regulated distributing plant shall report as required in this section, with receipts in Grade A milk reported in lieu of those in producer milk, except that quantities of base milk and excess milk need not be reported; such report shall include a separate statement showing the respective amounts of skim milk and butterfat disposed of in the marketing area as Class I milk on routes.

§ 1064.31 Payroll reports.

On or before the 23d day of each delivery period, each handler except a producer-handler or a handler making payments pursuant to § 1064.61(b) shall submit to the market administrator his producer payroll (or in the case of a handler making payments pursuant to § 1064.61(a) his payroll for dairy farmers delivering Grade A milk, except that quantities of base milk and excess milk need not be reported) for receipts during the preceding delivery period which shall show:

(a) The total pounds of milk, the average butterfat test thereof, and the pounds of butterfat received from each producer and cooperative association, and the number of days on which milk was received from such producer, including, for each of the delivery periods of February through July, such producer's deliveries of base milk and excess milk,

(b) The amount of payment to each producer and cooperative association, and

(c) The nature and amount of any deductions or charges involved in such payments.

§ 1064.32 Other reports.

(a) Each producer-handler and each handler making payments pursuant to § 1064.61(b) shall make reports to the market administrator at such time and in such manner as the market administrator may prescribe.

(b) Each handler who causes producer milk to be diverted to any plant shall report, prior to such diversion, to the market administrator and to the cooperative association of which such producer is a member, his intention to divert such milk, the proposed date or dates of such diversion and the plant to which such milk is to be diverted.

(c) Each handler who receives from producers, milk for which payment is to be made to a cooperative association pursuant to § 1064.80(c) shall report to such cooperative association with respect to each such producer, on forms approved by the market administrator, as follows:

(1) On or before the 23d day of the delivery period, the total pounds of milk received during the first 15 days of the delivery period;

(2) On or before the 7th day after the end of the delivery period;

(i) The pounds per shipment, the total pounds of milk (base milk and excess milk separately for February through July) and the average butterfat test of milk received from such producer during the delivery period;

(ii) The amount or rate and nature of any deductions; and

(iii) The amount of any payments due such producer pursuant to § 1064.86.

§ 1064.33 Records and facilities.

Each handler shall maintain and make available to the market administrator or to his representative during the usual hours of business such accounts and records of his operations and such facilities as are necessary for the market administrator to verify or establish the correct data with respect to:

(a) The receipts of producer milk and other source milk and the utilization of such receipts;

(b) The weights and tests for butterfat and other content of all milk, skim milk, cream and milk products handled;

(c) Payments to producers and cooperative associations; and

(d) The pounds of skim milk and butterfat contained in or represented by all milk, skim milk, cream and each milk product on hand at the beginning and at the end of each delivery period.

§ 1064.34 Retention of records.

All books and records required under this order to be made available to the market administrator shall be retained by the handler for a period of three years to begin at the end of the calendar month to which such books and records pertain: *Provided*, That if, within such three-year period, the market administrator notifies the handler in writing that the retention of such books and records, or of specified books and records, is necessary in connection with a proceeding under section 8c(15)(A) of the act or a court action specified in such notice, the handler shall retain such books and records, or specified books and records, until further written notification from the market administrator. In either case the market administrator shall give further written notification to the handler promptly upon the termination of the litigation or when the records are no longer necessary in connection therewith.

CLASSIFICATION

§ 1064.40 Skim milk and butterfat to be classified.

(a) All skim milk and butterfat received within the delivery period by a handler that is required to be reported pursuant to § 1064.30 shall be classified by the market administrator pursuant to the provisions of §§ 1064.41 through 1064.46; and

(b) If any water contained in the milk from which a product is made is removed before the product is utilized or disposed of by the handler, the pounds of skim milk utilized or disposed of in such product shall be considered to be a quantity equivalent to the nonfat milk solids contained in such product plus all the water originally associated with such solids.

§ 1064.41 Classes of utilization.

Subject to the conditions set forth in §§ 1064.43 and 1064.44, the classes of utilization shall be as follows:

(a) *Class I milk.* Class I milk shall be all skim milk and butterfat:

(1) Disposed of in the form of a fluid milk product except:

(i) Fluid milk products classified as Class III pursuant to paragraph (c) (2), (3), (4) and (5) of this section;

(ii) Fluid milk products which are fortified with nonfat milk solids shall be Class I in an amount equal only to the weight of an equal volume of an unfortified product of the same butterfat content; and

(iii) Sterilized cream disposed of in the same hermetically sealed container in which received; and

(2) Not accounted for as Class II or Class III milk.

(b) *Class II milk.* Class II milk shall be all skim milk and butterfat used to produce or added to cottage cheese and cottage cheese curd except cottage cheese and cottage cheese curd disposed of as livestock feed or dumped after prior notification to and opportunity for verification by the market administrator: *Provided*, That Class II classification shall not include the weight of water associated with nonfat milk solids (as computed pursuant to § 1064.40) used to fortify fluid milk products used to produce or added to cottage cheese or cottage cheese curd.

(c) *Class III milk.* Class III milk shall be:

(1) Skim milk and butterfat used to produce:

(i) Any product other than those products designated as Class I or Class II pursuant to paragraphs (a) and (b) of this section; and

(ii) Cottage cheese and cottage cheese curd which is disposed of as livestock feed or dumped after prior notification to and opportunity for verification by the market administrator;

(2) Skim milk and butterfat used for starter churning, wholesale baking and candy making purposes;

(3) Skim milk and butterfat in fluid milk products disposed of for livestock feed;

(4) Skim milk and butterfat dumped after prior notification to and opportunity for verification by the market administrator;

(5) In the weight of fortified fluid milk products which is not classified as Class I pursuant to paragraph (a)(1) of this section or as Class II pursuant to paragraph (b) of this section;

(6) Skim milk and butterfat in inventory of fluid milk products at the end of the month;

(7) Skim milk and butterfat, respectively, in actual shrinkage allocated pursuant to § 1064.42(b)(1) but not in excess of:

(i) Two percent of milk received from producers, including that received by a handler pursuant to § 1064.11 (c) or (d) but not including producer milk diverted in cans to a nonpool plant pursuant to § 1034.7;

(ii) Plus 1.5 percent of milk received in bulk tank lots from other pool plants;

(iii) Plus 1.5 percent of milk received from a handler pursuant to § 1064.11(c) except that if the handler operating the pool plant files notice with the market administrator that the purchase of such milk is on the basis of farm weights determined by farm bulk tank calibrations, the applicable percentage shall be 2.0 percent;

(iv) Plus 1.5 percent of milk received in bulk tank lots from other order plants, exclusive of the quantity for which Class II or Class III utilization was requested by the operators of both plants;

(v) Plus 1.5 percent of milk received in bulk tank lots from unregulated supply plants, exclusive of the quantity for which Class II or Class III utilization was requested by the handler; and

(vi) Less 1.5 percent of milk in bulk tank lots disposed of from pool plants to other plants; and

(vii) Less 1.5 percent of milk disposed of by a handler pursuant to § 1064.11(c) unless the exception in subdivision (iii) of this subparagraph applies and then the applicable percentage shall be 2.0 percent; and

(8) Skim milk and butterfat in shrinkage allocated pursuant to § 1064.42 (b)(2).

§ 1064.42 Shrinkage.

The market administrator shall allocate shrinkage over a handler's receipts as follows:

(a) Compute the total shrinkage of skim milk and butterfat, respectively, for each handler; and

(b) Prorate the resulting amounts between receipts of skim milk and butterfat in:

(1) The net quantity of producer milk and other milk specified in § 1064.41(c)(7); and

(2) Other source milk exclusive of that specified in § 1064.41(c)(7).

§ 1064.43 Responsibility of handlers and reclassification of milk.

(a) All skim milk and butterfat shall be Class I milk unless the handler who first receives such skim milk or butterfat can prove to the market administrator that such skim milk or butterfat should be classified otherwise.

(b) Any skim milk or butterfat shall be reclassified if verification by the market administrator discloses that the original classification was incorrect.

§ 1064.44 Transfers.

Skim milk or butterfat in the form of a fluid milk product shall be classified:

(a) At the utilization mutually indicated in writing to the market administrator by the operators of both plants on or before the 7th day after the end of the delivery period within which such transfer occurred or by the handler pursuant to § 1064.11 (c) and (d) and the plant operator, otherwise as Class I milk, if transferred to the pool plant of another handler subject in either event to the following conditions:

(1) The skim milk or butterfat so assigned to any class shall be limited to the amount thereof remaining in such class in the transferee plant after computations pursuant to § 1064.46(a)(8) and the corresponding step of § 1064.46 (b);

(2) If the transferor plant received during the month other source milk to be allocated pursuant to § 1064.46(a)(3), and the corresponding step of § 1064.46 (b), the skim milk and butterfat so transferred shall be classified so as to allocate the least possible Class I utilization to such other source milk; and

(3) If the transferor handler received during the month other source milk to be allocated pursuant to § 1064.46(a) (7) or (8) and the corresponding steps of § 1064.46(b), the skim milk and butterfat so transferred up to the total of such receipts shall not be classified as Class I milk to a greater extent than would be applicable to a like quantity of such other source milk received at the transferee plant;

(b) As Class I milk, if transferred from a pool plant to a producer-handler;

(c) As Class I milk, if transferred or diverted in the form of milk, skim milk or cream to a nonpool plant that is neither an other order plant nor a producer-handler plant, located more than 400 miles, by the shortest highway distance as determined by the market administrator, from the nearer of the City Halls of Kansas City, Missouri, or Topeka, Kansas, except that cream so transferred may be classified as Class III, subject to such verification of alternate utilization as the market administrator may make, if notice is given to the market administrator prior to shipment and each container is labeled or tagged with a certificate by the transferor that such cream is sold as Grade C cream for manufacturing only;

(d) As Class I milk, if transferred or diverted in the form of bulk milk, skim milk or cream to a nonpool plant that is neither an other order plant nor a producer-handler plant, located not more than 400 miles, by the shortest highway distance as determined by the market administrator, from the nearer of the City Halls of Kansas City, Missouri, or Topeka, Kansas; unless the requirements of subparagraphs (1) and (2) of this paragraph are met, in which case the skim milk and butterfat so transferred or diverted shall be classified in accordance with the assignment resulting from subparagraph (3) of this paragraph:

(1) The transferring or diverting handler claims classification pursuant to the assignment set forth in subparagraph (3) of this paragraph in his report submitted pursuant to § 1064.30 for the month within which such transaction occurred;

(2) The operator of such nonpool plant maintains books and records showing the utilization of all skim milk and butterfat received at such plant which are made available if requested by the market administrator for the purpose of verification; and

(3) The skim milk and butterfat so transferred or diverted shall be classified on the basis of the following assignment of utilization at such nonpool plant in excess of receipts of packaged fluid milk products from all pool plants and other order plants:

(i) Any Class I utilization disposed of on routes in the marketing area shall be first assigned to the skim milk and butterfat in the fluid milk products so transferred or diverted from pool plants, next pro rata to receipts from other order plants and thereafter to receipts from dairy farmers who the market administrator determines constitute regular sources of supply of Grade A milk for such nonpool plant;

(ii) Any Class I utilization disposed of on routes in the marketing area of another order issued pursuant to the Act shall be first assigned to receipts from plants fully regulated by such order, next pro rata to receipts from pool plants and other order plants not regulated by such order and thereafter to receipts from dairy farmers who the market administrator determines constitute regular sources of supply for such nonpool plant;

(iii) Class I utilization in excess of that assigned pursuant to subdivisions (i) and (ii) of this subparagraph shall be assigned first to remaining receipts from dairy farmers who the market administrator determines constitute the regular source of supply for such nonpool plant and Class I utilization in excess of such receipts shall be assigned pro rata to unassigned receipts at such nonpool plant from all pool and other order plants; and

(iv) To the extent that Class I utilization is not so assigned to it, the skim milk and butterfat so transferred or diverted shall be classified as Class II milk to the extent such utilization is available and then to Class III milk; and

(v) If any skim milk or butterfat is transferred or diverted to a second nonpool plant under this paragraph the same conditions of audit, classification and allocation shall apply; and

(e) As follows, if transferred to an other order plant in excess of receipts from such plant in the same category as described in subparagraphs (1), (2), or (3) of this paragraph:

(1) If transferred in packaged form, classification shall be in the classes to which allocated as a fluid milk product under the other order;

(2) If transferred in bulk form, classification shall be in Class I if allocated as a fluid milk product to Class I under the other order, in Class II if allocated to Class II under an order that provides three classes and in Class III if allocated to Class III under the other order or if allocated to Class II under an order that provides only two classes (including allocation under the conditions set forth in subparagraph (3) of this paragraph);

(3) If the operators of both the transferor and transferee plants so request in the reports of receipts and utilization filed with their respective market administrators, transfers in bulk form shall be classified as Class II or Class III to the extent of the Class II or Class III utilization (or comparable utilization under such other order) available for such assignment pursuant to the allocation provisions of the transferee order;

(4) If information concerning the classification to which allocated under the other order is not available to the market administrator for the purposes of establishing classification pursuant to this paragraph, classification shall be Class I, subject to adjustment when such information is available;

(5) For purposes of this paragraph, if the transferee order provides for only two classes of utilization, milk allocated to a class consisting primarily of fluid milk products shall be classified as Class I and milk allocated to the other class shall be classified as Class III; and

(6) If the form in which any fluid milk product transferred to an other order plant is not defined as a fluid milk product under such other order, classification shall be in accordance with § 1064.41.

§ 1064.45 Computation of skim milk and butterfat in each class.

For each delivery period, the market administrator shall correct mathematical and other obvious errors in the report of receipts and utilization submitted by each handler and shall compute the pounds of skim milk and butterfat, respectively, in each class for such handler.

§ 1064.46 Allocation of skim milk and butterfat classified.

After making the computations pursuant to § 1064.45, the market administrator shall determine the classification of producer milk for each handler as follows:

(a) Skim milk shall be allocated in the following manner:

(1) Subtract from the total pounds of skim milk in Class III, the pounds of skim milk classified as Class III pursuant to § 1064.41(c)(7);

(2) Subtract from the remaining pounds of skim milk in each class, the pounds of skim milk in fluid milk products received in packaged form from other order plants as follows:

(i) From Class III milk, the lesser of the pounds remaining or two percent of such receipts; and

(ii) From Class I milk, the remainder of such receipts;

(3) Subtract, in the order specified below, from the pounds of skim milk remaining in each class, in series beginning with Class III milk, the pounds of skim milk in each of the following:

(i) Other source milk in a form other than that of a fluid milk product;

(ii) Receipts of fluid milk products for which Grade A certification is not established, or which are from unidentified sources; and

(iii) Receipts of fluid milk products from a producer-handler, as defined under this or any other Federal order;

(4) Subtract, in the order specified below, from the pounds of skim milk remaining in Class II milk or Class III milk but not in excess of such quantity, the pounds of skim milk in each of the following:

(i) Receipts of fluid milk products from an unregulated supply plant:

(*a*) For which the handler requests Class II or Class III in series beginning with the requested class; or

(*b*) In series beginning with Class III, which are in excess of the pounds of skim milk determined by subtracting from 125 percent of the pounds of skim milk remaining in Class I milk, the sum of the pounds of skim milk in producer milk, receipts from other pool plants, from handlers pursuant to § 1064.11 (c) and (d), and receipts in bulk from other order plants; and

(ii) Receipts of fluid milk products in bulk from an other order plant in excess of similar transfers to such plant, if Class II or Class III was requested by the operators of both plants in series beginning with the requested class;

(5) Subtract from the pounds of skim milk remaining in each class, in series beginning with Class III milk, the pounds of skim milk in inventory of fluid milk products at the beginning of the month;

(6) Add to the remaining pounds of skim milk in Class III milk, the pounds subtracted pursuant to subparagraph (1) of this paragraph;

(7) Subtract from the pounds of skim milk remaining in each class, pro rata to such quantities, the pounds of skim milk in receipts of fluid milk products from unregulated supply plants which were not subtracted pursuant to subparagraph (4)(i) of this paragraph;

(8) Subtract from the pounds of skim milk remaining in each class, in the following order, the pounds of skim milk in receipts of fluid milk products in bulk from an other order plant(s), in excess in each case of similar transfers to the same plant, that were not subtracted pursuant to subparagraph (4)(ii) of this paragraph:

(i) In series beginning with Class III, the pounds determined by multiplying the pounds of such receipts by the larger of the percentage of estimated combined Class II and Class III utilization of skim milk announced for the month by the market administrator pursuant to § 1064.22(m) or the percentage that combined Class II and Class III utilization remaining is of the total remaining utilization of the handler; and

(ii) From Class I, the remaining pounds of such receipts;

(9) Subtract from the pounds of skim milk remaining in each class, the pounds of skim milk received in fluid milk products from other handlers according to the classification assigned pursuant to § 1064.44(a);

(10) If the pounds of skim milk remaining exceed the pounds of skim milk in producer milk, subtract such excess from the pounds of skim milk remaining in each class in series beginning with Class III. Any amount so subtracted shall be known as "overage";

(b) Butterfat shall be allocated in accordance with the procedure outlined for skim milk in paragraph (a) of this section; and

(c) Combine the amounts of skim milk and butterfat determined pursuant to paragraphs (a) and (b) of this section into one total for each class and determine the weighted average butterfat content of producer milk in each class.

Minimum Prices

§ 1064.50 Basic formula price.

The basic formula price shall be the average price per hundredweight for manufacturing grade milk, f.o.b. plants in Wisconsin and Minnesota, as reported by the United States Department of Agriculture for the month. Such price shall be adjusted to a 3.5 percent butterfat basis by a butterfat differential rounded to the nearest one-tenth cent computed at 0.12 times the simple average of the daily wholesale selling prices (using the midpoint of any price range as one price) of Grade A (92-score) bulk creamery butter per pound at Chicago, as reported by the United States Department of Agriculture for the month. The basic formula price shall be rounded to the nearest full cent.

§ 1064.51 Class prices.

Subject to the provisions of §§ 1064.52 and 1064.53, and rounded to the nearest cent, the minimum prices per hundredweight to be paid by each handler for milk received at his plant from producers during the delivery period shall be as follows:

(a) *Class I milk.* The Class I price shall be the basic formula price for the preceding delivery period plus $1.10 during each of the delivery periods of April, May, June, and July, and plus $1.40 during all other delivery periods; plus 10 cents from the effective date of this amended order through February 28, 1965; and plus or minus a supply-demand adjustment of not more than 45 cents, computed as follows:

(1) Divide the amount computed pursuant to subdivision (i) of this subparagraph by the amount computed pursuant to subdivision (ii), multiply the result by 100 and round to the nearest whole number. The result shall be known as the "current utilization percentage".

(i) Add to the total receipts of producer milk in the second and third months preceding the total receipts of producer milk reported for the same months by handlers regulated under the St. Joseph, Missouri Federal milk order.

(ii) Add to the total gross volume of Class I milk at pool plants in the second and third months preceding the total gross volume of Class I milk during the same period at pool plants under the St. Joseph, Missouri Federal milk order. Interhandler transfers which duplicate Class I sales are excluded from the total gross volume in each market and for the two markets.

(2) Compute a "net deviation percentage" as follows:

(i) If the current utilization percentage is neither less than the minimum standard utilization percentage specified below nor in excess of the maximum standard utilization percentage specified below, the net deviation percentage is zero;

(ii) Any amount by which the current utilization percentage is less than the minimum standard utilization percentage specified below is a "minus net deviation percentage";

(iii) Any amount by which the current utilization percentage exceeds the maximum standard utilization percentage specified below is a "plus net deviation percentage".

Delivery period for which price applies	Delivery period used in computation	Percentages	
		Minimum	Maximum
January	October-November	132	140
February	November-December	133	141
March	December-January	131	139
April	January-February	126	134
May	February-March	124	132
June	March-April	128	136
July	April-May	138	146
August	May-June	143	151
September	June-July	134	142
October	July-August	128	136
November	August-September	124	132
December	September-October	124	132

(3) For a minus "net deviation percentage" the Class I price shall be increased and for a plus "net deviation percentage" the Class I price shall be decreased as follows:

(i) One-half cent times each such percentage point of net deviation; plus

(ii) One-half cent times the lesser of:

(*a*) Each such percentage point of net deviation, or

(*b*) Each percentage point of net deviation of like direction (plus or minus, with any net deviation percentage of opposite direction considered to be zero for purposes of computations of this subparagraph) computed pursuant to subparagraph (2) of this paragraph for the month immediately preceding; plus

(iii) One-half cent times the least of:

(*a*) Each such percentage point of net deviation;

(*b*) Each percentage point of net deviation of like direction computed pursuant to subparagraph (2) of this paragraph for the month immediately preceding, or

(*c*) Each percentage point of net deviation of like direction computed pursuant to subparagraph (2) of this paragraph for the second preceding month.

(iv) Less one-half cent, if necessary, to round down to the nearest whole cent.

(b) *Class II milk.* The basic formula price for the delivery period.

(c) *Class III milk.* The higher of:

(1) The average of the basic or field prices per hundredweight reported to have been paid or to be paid for ungraded milk of 3.5 percent butterfat content received from farmers during the delivery period at the following plants for which prices have been reported to the market administrator, plus 19 cents:

Present Operator and Location

Borden Co., Fort Scott, Kans.
Carnation Co., Girard, Kans.
Kraft Foods Co., Nevada, Mo.
Pet Milk Co., Iola, Kans.
Swift & Co., Parsons, Kans.

or

(2) The price per hundredweight computed as follows:

(i) Multiply by 4.24 the simple average, as computed by the market administrator, of the daily wholesale selling prices (using the midpoint of any price range as one price) of Grade AA (93-score) bulk creamery butter per pound at Chicago as reported by the Department during the delivery period: *Provided,* That if no price is reported for Grade AA (93-score) butter, the highest of the prices reported for Grade A (92-score) butter for that day shall be used;

(ii) Multiply by 8.2 the weighted average of carlot prices per pound for spray process nonfat dry milk, for human consumption, f.o.b. manufacturing plants in the Chicago area, as published for the period from the 26th day of the immediately preceding delivery period through the 25th day of the current delivery period, by the Department; and

(iii) From the sum of the results arrived at under subdivisions (i) and (ii) of this subparagraph, subtract 74 cents.

§ 1064.52 Butterfat differentials to handlers.

If the average butterfat content of the milk of any handler allocated to each class pursuant to § 1064.46(c) is more or less than 3.5 percent there shall be added to the respective class price computed pursuant to § 1064.51 for each one-tenth of 1 percent that the average butterfat content of such milk is above 3.5 percent, or subtracted for each one-tenth of 1 percent that such average butterfat content is below 3.5 percent, an amount equal to the butterfat differential computed as follows:

(a) For Class I milk, multiply the butter price specified in § 1064.50 by 1.2, divide the result by 10, and round to the nearest one-tenth of a cent.

(b) For Class II milk, multiply the butter price specified in § 1064.50 by 1.15, divide the result by 10, and round to the nearest one-tenth of a cent.

(c) For Class III milk, multiply the butter price specified in § 1064.50 by 1.15, divide the result by 10, and round to the nearest one-tenth of a cent.

§ 1064.53 Location adjustments to handlers.

(a) For milk received from producers at a pool plant located outside Pettis County, Mo., and more than 50 miles but not more than 70 miles by shortest highway distance as measured by the market administrator, from the nearest of the City Halls in Kansas City, Mo., and Lawrence, Topeka, Manhattan, Council Grove, and Emporia, Kans., which is classified as Class I milk or assigned Class I location adjustment credit pursuant to paragraph (b) of this section and for other source milk to which location adjustments are applicable, the price computed pursuant to § 1064.51(a) shall be reduced by 10 cents, and by an additional 1.5 cents for each 10 miles or fraction thereof that such plant is more than 70 miles from such City Hall.

(b) For purposes of calculating such adjustment, bulk transfers between pool plants shall be assigned to the Class I disposition at the transferee plant, in excess of the sum of receipts at such plant from producers and cooperative associations pursuant to § 1064.11 (c) and (d), and the pounds assigned as Class I to receipts from other order plants and unregulated supply plants. Such assignment is to be made first to transferor plants at which no location adjustment credit is applicable and then in sequence beginning with the plant at which the least location adjustment would apply.

§ 1064.54 Use of equivalent prices.

If for any reason a price specified by this part for computing class prices or for other purposes is not available in the manner described in this part, the market administrator shall use a price determined by the Secretary to be equivalent to the price which is specified.

Application of Provisions

§ 1064.60 Exempt handlers.

Sections 1064.40 through 1064.45, 1064.50 through 1064.53, 1064.61, 1064.70, 1064.71, and 1064.80 through 1064.88 shall not apply to a producer-handler or to a handler operating a plant from which less than an average of 600 pounds of Class I milk per day is distributed on routes in the marketing area.

§ 1064.61 Obligations of handler operating a partially regulated distributing plant.

Each handler who operates a partially regulated distributing plant except a handler exempt pursuant to § 1064.60 shall pay to the market administrator for the producer-settlement fund on or before the 25th day after the end of the month either of the amounts (at the handler's election) calculated pursuant to paragraph (a) or (b) of this section. If the handler fails to report pursuant to §§ 1064.30(h) and 1064.31 the information necessary to compute the amount specified in paragraph (a) of this section, he shall pay the amount computed pursuant to paragraph (b) of this section:

(a) An amount computed as follows:

(1) (i) The obligation that would have been computed pursuant to § 1064.70 shall be determined as though such plant were a pool plant. For purposes of such computation, receipts at such nonpool plant from a pool plant or an other order plant shall be assigned to the utilization at which classified at the pool plant or other order plant and transfers from such nonpool plant to a pool plant or an other order plant shall be classified as Class II or Class III milk if allocated to such class at the pool plant or other order plant and be valued at the weighted average price of the respective order if so allocated to Class I milk. There shall be included in the obligation so computed a charge in the amount specified in § 1064.70(e) and a credit in the amount specified in § 1064.84(b)(2) with respect to receipts from an unregulated supply plant, unless an obligation with respect to such plant is computed as specified below in this subparagraph.

(ii) If the operator of the partially regulated distributing plant so requests, and provides with his reports pursuant to §§ 1064.30(h) and 1064.31 similar reports with respect to the operations of any other nonpool plant which serves as a supply plant for such partially regulated distributing plant by shipments to such plant during the month equivalent to the requirements of § 1064.10(b) with agreement of the operator of such plant that the market administrator may examine the books and records of such plant for purposes of verification of such reports, there will be added the amount of the obligation computed at such nonpool supply plant in the same manner and subject to the same conditions as for the partially regulated distributing plant.

(2) From this obligation there will be deducted the sum of (i) the gross payments made by such handler for Grade A milk received during the month from dairy farmers at such plant and like payments made by the operator of a supply plant(s) included in the computations pursuant to subparagraph (1) of this paragraph, and (ii) any payments to the producer-settlement fund of another order under which such plant is also a partially regulated distributing plant.

(b) An amount computed as follows:

(1) Determine the respective amounts of skim milk and butterfat disposed of as

Class I milk on routes in the marketing area;

(2) Deduct the respective amounts of skim milk and butterfat received as Class I milk at the partially regulated distributing plant from pool plants and other order plants, except that deducted under a similar provision of another order issued pursuant to the Act;

(3) Combine the amounts of skim milk and butterfat remaining into one total and determine the weighted average butterfat content; and

(4) From the value of such milk at the Class I price applicable at the location of the nonpool plant, subtract its value at the weighted average price applicable at such location (not to be less than the Class III price).

§ 1064.62 Milk subject to other orders.

Milk received at the plant of a handler at which the handling of milk is fully subject during the delivery period to the pricing and payment provisions of another marketing agreement or order issued pursuant to the act and from which the disposition of Class I milk in the other Federal marketing area exceeds that in the Greater Kansas City marketing area shall be exempted for such delivery period from all provisions of this part except that he shall make reports to the market administrator at such time and in such manner as the market administrator may require.

DETERMINATION OF BASE

§ 1064.65 Computation of daily base for each producer.

The daily base for each producer applicable during each of the delivery periods of February through July, inclusive, shall be determined by the market administrator as follows:

Divide the total pounds of milk received by a handler(s) at a pool plant from such producer during the immediately preceding delivery periods of September through December by the number of days during such period on which milk was received from such producer, or by 90, whichever is greater: *Provided,* That, in the case of producers delivering milk to a plant which first became a pool plant during any of the months of October through July, a daily average base for each such producer shall be calculated pursuant to this section on the basis of his deliveries of milk to such plant during the period September through December immediately preceding.

§ 1064.66 Daily base rules.

(a) Except as provided in paragraph (b) of this section, a daily base shall apply only to milk produced by the producer in whose name such milk was delivered to the handler(s) during the base forming period.

(b) A producer may transfer his daily base during the period of February through July by notifying the market administrator in writing before the last day of any delivery period that such base is to be transferred to the person named in such notice but under the following conditions only:

(1) In the event of the death or entry into military service of a producer, the entire daily base may be transferred to a member of such producer's immediate family who carries on the dairy operation on the same farm;

(2) If a base is held jointly and such joint holding is terminated on the basis of written notice to the market administrator from the joint holders the entire daily base may be transferred to one of the joint holders, or divided in accordance with such notice between the former joint holders if they continue dairy operations.

DETERMINATION OF UNIFORM PRICE

§ 1064.70 Computation of the net pool obligation of each pool handler.

The net pool obligation of each pool handler during each month shall be a sum of money computed by the market administrator as follows:

(a) Multiply the quantity of producer milk in each class, as computed pursuant to § 1064.46(c), by the applicable class prices (adjusted pursuant to §§ 1064.52 and 1064.53);

(b) Add the amount obtained from multiplying the pounds of overage deducted from each class pursuant to § 1064.46(a)(10) and the corresponding step of § 1064.46(b) by the applicable class prices;

(c) Add the amount obtained by multiplying the difference between the Class III price for the preceding month and:

(1) The Class I price for the current month by the hundredweight of skim milk and butterfat subtracted from Class I pursuant to § 1064.46(a)(5) and the corresponding step of § 1064.46(b); and

(2) The Class II price for the current month by the hundredweight of skim milk and butterfat subtracted from Class II pursuant to § 1064.46(a)(5) and the corresponding step of § 1064.46(b);

(d) Add an amount equal to the difference between the value at the Class I price applicable at the pool plant and the value at the Class III price, with respect to skim milk and butterfat in other source milk subtracted from Class I pursuant to § 1064.46(a)(3) and the corresponding step of § 1064.46(b); and

(e) Add an amount equal to the value at the Class I price, adjusted for location of the nearest nonpool plant(s) from which an equivalent weight was received, with respect to skim milk and butterfat subtracted from Class I pursuant to § 1064.46(a)(7) and the corresponding step of § 1064.46(b).

§ 1064.71 Computation of uniform prices.

For each month the market administrator shall compute the "uniform price" per hundredweight of milk received from producers (or "weighted average price") as follows:

(a) Combine into one total the values computed pursuant to § 1064.70 for all handlers who filed the reports prescribed by § 1064.30 for the month and who made the payments pursuant to §§ 1064.80 and 1064.84 for the preceding month;

(b) Add an amount equal to the total value of the location differentials computed pursuant to § 1064.81;

(c) Subtract, if the average butterfat content of the milk specified in paragraph (e) of this section is more than 3.5 percent, or add, if such butterfat content is less than 3.5 percent, an amount computed by multiplying the amount by which the average butterfat content of such milk varies from 3.5 percent by the butterfat differential computed pursuant to § 1064.82 and multiplying the result by the total hundredweight of such milk;

(d) Add an amount equal to not less than one-half of the unobligated balance in the producer-settlement fund;

(e) Divide the resulting amount by the sum of the following for all handlers included in these computations:

(1) The total hundredweight of producer milk; and

(2) The total hundredweight for which a value is computed pursuant to § 1064.70(e);

(f) Subtract not less than four cents nor more than five cents per hundredweight. The result shall be the "weighted average price", and for the months August through January shall be the "uniform price" for milk received from producers.

§ 1064.72 Computation of uniform prices for base milk and excess milk.

For each of the delivery periods of February through July the market administrator shall compute uniform prices per hundredweight for base milk and for excess milk as follows:

(a) Subtract from the amount resulting from the computations made pursuant to paragraphs (a) through (d) of § 1064.71 an amount computed by multiplying the hundredweight of milk specified in paragraph (e)(2) of § 1064.71 by the weighted average price;

(b) Compute the total value of excess milk by multiplying the hundredweight of such milk in series beginning with Class III to the extent such utilization is available, but not in excess of the total quantity of Class II and Class III milk included in these computations by the respective prices for Class II and Class III milk of 3.5 percent butterfat content, multiplying the hundredweight of such milk in excess of the total hundredweight of such Class II and Class III milk by the price for Class I milk of 3.5 percent butterfat content, and adding together the resulting amounts;

(c) Divide the total value of excess milk obtained in paragraph (b) of this section by the total hundredweight of such milk, and adjust to the nearest cent. The resulting figure shall be the uniform price for excess milk of 3.5 percent butterfat received from producers;

(d) Subtract the value of excess milk obtained in paragraph (b) of this section from the aggregate value of milk obtained in paragraph (a) of this section and adjust by any amount involved in adjusting the uniform price of excess milk to the nearest cent;

(e) Divide the amount obtained in paragraph (d) of this section by the total hundredweight of base milk included in these computations; and

(f) Subtract not less than 4 cents nor more than 5 cents from the amount computed pursuant to paragraph (e) of this section. The resulting figure shall be

the uniform price for base milk of 3.5 percent butterfat content received from producers at pool plants, f.o.b. marketing area.

PAYMENTS

§ 1064.80 Time and method of payment.

Each handler shall make payment as follows:

(a) On or before the 15th day after the end of each delivery period during which the milk was received, to each producer for whom payment is not made pursuant to paragraph (c) of this section, at not less than the applicable uniform price(s) pursuant to § 1064.71 or § 1064.72, adjusted by the butterfat differential computed pursuant to § 1064.82, subject to the location adjustment to producers pursuant to § 1064.81, and less the following amounts (1) the payments made pursuant to paragraph (b) of this section, (2) marketing service deductions pursuant to § 1064.87, and (3) any deductions authorized by the producer: *Provided,* That if by such date such handler has not received full payment for such delivery period pursuant to § 1064.85 he may reduce his total payment to all producers uniformly by not less than the amount of reduction in payment from the market administrator; the handler shall, however, complete such payments not later than the date for making such payments pursuant to this paragraph next following receipt of the balance from the market administrator.

(b) On or before the 25th day of each delivery period to each producer (1) from whom payment is not received from the handler by a cooperative association pursuant to paragraph (c) of this section; and (2) who had not discontinued shipping milk to such handler before the 18th day of the delivery period, an advance payment with respect to milk received from such producer during the first 15 days of the delivery period at the approximate value of such milk, not to be less than the Class III price for 3.5 percent milk for the preceding delivery period, without deduction for hauling;

(c) To a cooperative association which has filed a written request for such payment with such handler and with respect to producers for whose milk the market administrator determines such cooperative association is authorized to collect payment as follows:

(1) On or before the 20th day of the delivery period, an amount equal to not less than the sum of the individual payments otherwise payable to producers pursuant to paragraph (b) of this section less any deductions authorized in writing by such cooperative association;

(2) On or before the 14th day after the end of each delivery period an amount equal to not less than the sum of the individual payments otherwise payable to producers pursuant to paragraph (a) of this section, less proper deductions authorized in writing by such cooperative association;

(d) To a cooperative association with respect to milk for which such association is acting in the capacity of a handler pursuant to § 1064.11 (c) and/or (d):

(1) On or before the 20th day of the delivery period an amount equal to the rate specified in paragraph (b) times the volume received during the first 15 days of the delivery period; and

(2) On or before the 14th day after the end of each delivery period an amount equal to not less than the value of such milk as classified pursuant to § 1064.44(a) at the applicable respective class price(s) less payment made pursuant to paragraph (d)(1) of this section.

(e) In making payments to producers pursuant to paragraph (a) of this section, each handler shall furnish each producer with a supporting statement, in such form that it may be retained by the producer, which shall show:

(1) The delivery period and the identity of the handler and of the producer;

(2) The pounds per shipment, the total pounds, and the average butterfat test of milk delivered by the producer;

(3) The minimum rate or rates at which payment to the producer is required under the provisions of §§ 1064.80, 1064.81 and 1064.82;

(4) The rate which is used in making the payment, if such rate is other than the applicable minimum rate;

(5) The amount or the rate per hundredweight of each deduction claimed by the handler, including any deduction claimed under paragraph (b) of this section and § 1064.87 together with a description of the respective deductions; and

(6) The net amount of payment to the producer.

(f) Nothing in this section shall abrogate the right of a cooperative association to make payment to its member producers in accordance with the payment plan of such cooperative association.

§ 1064.81 Location differentials to producers and on nonpool milk.

(a) The uniform price and the base price for producer milk received at a pool plant or diverted from a pool plant shall be reduced according to the location of the pool plant at the rate set forth in § 1064.53; and

(b) For purposes of computations pursuant to §§ 1064.84 and 1064.85 the weighted average price shall be adjusted at the rates set forth in § 1064.53 applicable at the location of the nonpool plant from which the milk was received.

§ 1064.82 Producer butterfat differential.

In making payments pursuant to § 1064.80, there shall be added to or subtracted from the uniform price for each one-tenth of 1 percent that the average butterfat content of the milk received from the producer is above or below 3.5 percent, an amount computed by adding 4 cents to the butter price specified in § 1064.50 dividing the resulting sum by 10, and rounding to the nearest one-tenth of a cent.

§ 1064.83 Producer-settlement fund.

The market administrator shall establish and maintain a separate fund known as the "producer-settlement fund" into which he shall deposit all funds received pursuant to paragraph (a) of this section and out of which he shall make all payments required pursuant to paragraph (b) of this section.

(a) Payments made by handlers pursuant to § 1064.61 (a) and (b), and §§ 1064.84 and 1064.86.

(b) Payments due handlers pursuant to §§ 1064.85 and 1064.86: *Provided,* That payments due any handler shall be offset by payments due from such handler pursuant to §§ 1064.61, 1064.84, 1064.86, 1064.87 and 1064.88.

§ 1064.84 Payments to the producer-settlement fund.

On or before the 14th day after the end of the month each handler shall pay to the market administrator the amount, if any, by which the total amounts specified in paragraph (a) of this section exceed the amounts specified in paragraph (b) of this section:

(a) The total of the net pool obligation computed pursuant to § 1064.70 for such handler; and

(b) The sum of:

(1) The amount required to be paid producers by such handler pursuant to § 1064.80 before deductions authorized by the producer or for marketing services pursuant to § 1064.87; and

(2) The value at the weighted average price(s) applicable at the location of the plant(s) from which received (not to be less than the Class III price) with respect to other source milk for which a value is computed pursuant to § 1064.70 (e).

§ 1064.85 Payments out of the producer-settlement fund.

On or before the 14th day after the end of each month the market administrator shall pay to each handler the amount, if any, by which the amount computed pursuant to § 1064.84(b) exceeds the amount computed pursuant to § 1064.84(a). If at such time the balance in the producer-settlement fund is insufficient to make all payments pursuant to this paragraph, the market administrator shall reduce uniformly such payment and shall complete such payments as soon as the necessary funds are available.

§ 1064.86 Adjustment of accounts.

(a) Whenever audit by the market administrator of any handler's reports, books, records, or accounts discloses errors resulting in moneys due the market administrator or any producer or cooperative association from such handler, the market administrator shall promptly notify such handler of the amount due and payment therefor shall be made within 5 days if such amount is due the market administrator, or on or before the next date for making payments to producers or a cooperative association, if such amount is due them. Whenever such audit discloses errors resulting in moneys due such handler from the market administrator, payment shall be made within 5 days.

(b) *Overdue accounts.* Any unpaid obligation of a handler or of the market administrator pursuant to §§ 1064.80, 1064.84, 1064.85, 1064.86(a), 1064.87, and 1064.88 shall be increased one-half of 1 percent on the first day of the month next following the due date of such ob-

ligation and on the first day of each month thereafter until such obligation is paid.

§ 1064.87 Marketing service.

(a) *Deductions.* Except as set forth in paragraph (b) of this section, each handler in making payments to producers other than himself pursuant to § 1064.80(a), shall deduct 5 cents per hundredweight or such lesser amount as the Secretary may prescribe with respect to all milk received by such handler from producers during the delivery period, and shall pay such deductions to the market administrator on or before the 12th day after the end of such delivery period. Such moneys shall be used by the market administrator to verify weights, samples, and tests of milk received from and to provide market information to such producers.

(b) *Deductions with respect to members of a cooperative association.* In the case of producers for whom a cooperative association is actually performing, as determined by the Secretary, the services set forth in paragraph (a) of this section, each handler shall, in lieu of the deductions specified in paragraph (a) of this section, make such deductions from the payments to be made directly to producers pursuant to § 1064.80(a), as are authorized by such producers, and, on or before the 12th day after the end of each delivery period, pay over such deductions to the association of which such producers are members, accompanied by a statement showing the amount of the deduction and the quantity of milk for which it was computed for each such producer.

§ 1064.88 Expense of administration.

As his pro rata share of the expense of administration of the order, each handler shall pay to the market administrator on or before the 12th day after the end of the month two cents per hundredweight, or such lesser amount as the Secretary may prescribe, of (a) producer milk (including such handler's own production), (b) other source milk allocated to Class I pursuant to § 1064.46 (a) (3) and (7) and the corresponding steps of § 1064.46 (b), and (c) Class I milk disposed of from a partially regulated distributing plant except by a handler exempt pursuant to § 1064.60 on routes in the marketing area that exceeds Class I milk received during the month at such plant from pool plants and other order plants.

§ 1064.89 Termination of obligation.

The provisions of this section shall apply to any obligation under this order for the payment of money.

(a) The obligation of any handler to pay money required to be paid under the terms of this order shall, except as provided in paragraphs (b) and (c) of this section, terminate two years after the last day of the calendar month during which the market administrator receives the handler's utilization report on the milk involved in such obligation, unless within such 2-year period the market administrator notifies the handler in writing that such money is due and payable. Service of such notice shall contain but need not be limited to, the following information:

(1) The amount of the obligation;

(2) The month(s) during which the milk, with respect to which the obligation exists, was received or handled; and

(3) If the obligation is payable to one or more producers or to an association of producers, the name of such producer(s) or association of producers, or if the obligation is payable to the market administrator, the account for which it is to be paid.

(b) If a handler fails or refuses, with respect to any obligation under this order, to make available to the market administrator or his representative all books and records required by this order to be made available, the market administrator may, within the 2-year period provided for in paragraph (a) of this section, notify the handler in writing of such failure or refusal. If the market administrator so notifies a handler, the said 2-year period with respect to such obligation shall not begin to run until the first day of the calendar month following the month during which all such books and records pertaining to such obligations are made available to the market administrator or his representatives.

(c) Notwithstanding the provisions of paragraphs (a) and (b) of this section, a handler's obligation under this part to pay money shall not be terminated with respect to any transaction involving fraud or willful concealment of a fact, material to the obligation on the part of the handler against whom the obligation is sought to be imposed.

(d) Any obligation on the part of the market administrator to pay a handler any money which such handler claims to be due him under the terms of this part shall terminate two years after the end of the calendar month during which the milk involved in the claim was received if an under payment is claimed, or two years after the end of the calendar month during which the payment (including deduction or set-off by the market administrator) was made by the handler if a refund on such payment is claimed, unless such handler, within the applicable period of time, files, pursuant to section 8c(15)(A) of the act, a petition claiming such money.

EFFECTIVE TIME, SUSPENSION OR TERMINATION

§ 1064.90 Effective time.

The provisions of this part or any amendment hereto shall become effective at such time as the Secretary may declare and shall continue in force until suspended or terminated pursuant to § 1064.91.

§ 1064.91 Suspension or termination.

The Secretary may suspend or terminate this part or any provision of this part whenever he finds this part or any provision of this part obstructs or does not tend to effectuate the declared policy of the act. This part shall terminate in any event whenever the provisions of the act authorizing it cease to be in effect.

§ 1064.92 Continuing obligations.

If, upon the suspension or termination of any or all provisions of this part, there are any obligations under this part the final accrual or ascertainment of which requires further acts by any person (including the market administrator), such further acts shall be performed notwithstanding such suspension or termination.

§ 1064.93 Liquidation.

Upon the suspension or termination of the provisions of this part, except this section, the market administrator, or such other liquidating agent as the Secretary may designate, shall, if so directed by the Secretary, liquidate the business of the market administrator's office, dispose of all property in his possession or control, including accounts receivable, and execute and deliver all assignments or other instruments necessary or appropriate to effectuate any such disposition. If a liquidating agent is so designated, all assets, books and records of the market administrator shall be transferred promptly to such liquidating agent. If, upon such liquidation the funds on hand exceed the amounts required to pay outstanding obligations of the office of the market administrator and to pay necessary expenses of liquidation and distribution, such excess shall be distributed to contributing handlers and producers in an equitable manner.

MISCELLANEOUS PROVISIONS

§ 1064.100 Agents.

The Secretary may, by designation in writing, name any officer or employee of the United States to act as his agent or representative in connection with any of the provisions hereof.

§ 1064.101 Separability of provisions.

If any provision of this part, or its application to any person or circumstances, is held invalid, the application of such provision and of the remaining provisions of this part, to other persons or circumstances shall not be affected thereby.

[F.R. Doc. 65-3088; Filed, Mar. 25, 1965; 8:46 a.m.]

FEDERAL AVIATION AGENCY

[14 CFR Parts 91, 121]

[Reg. Docket No. 6537; Notice 65-7]

"LOOK-SEE" WHEN RVR IS OPERATIONAL

Proposed Deletion

The Federal Aviation Agency has under consideration a proposal to amend Parts 91 and 121 of the Federal Aviation Regulations to prohibit "Look-See" whenever the runway visual range (RVR) is reported to be below the prescribed RVR minimums for the landing runway.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the regulatory docket or notice number and be submitted in duplicate to the Federal

Aviation Agency, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. All communications received on or before May 26, 1965, will be considered by the Administrator before taking action upon the proposed rule. The proposals contained in this notice may be changed in the light of comments received. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

Runway visual range is an instrumentally derived value, based on standard calibrations, that represents the horizontal distance a pilot will see down the runway from the approach end. The value is based on the sighting of either high intensity runway lights or visual contrast of other targets whichever yields the greater range. The measurements take into consideration such factors as sky brightness, runway light intensity, and other factors affecting the transmissivity of light.

RVR equipment is currently operational at over 40 airports throughout the United States and additional RVR equipment is being installed at other qualified airports as rapidly as procurement of equipment, installation, and runway marking permit. The ultimate goal is to have RVR operational at all major United States air terminals.

Operating experience with RVR since 1955, and the overall acceptance of this program by industry, indicates that RVR measurements furnish an accurate and reliable means of determining visibility values in the takeoff and landing areas. On runways where RVR is operational and the RVR reading at the time of an approach is below authorized minimums, there is little probability that a pilot will find the weather for the particular runway better than that reported. Therefore, the Agency believes that when RVR is reported to be less than approved RVR minimums for the landing runway, the privilege of the pilot to "take a look" to determine whether conditions on the runway are at or above the prescribed minimums serves no useful purpose.

No change in the present "look-see" procedures is proposed under this notice for runways not equipped with an operative RVR. However, in the event that such equipment is operative, the "look-see" privilege will not be authorized even though the airport is also served by operative ILS and PAR. In addition, in the event that the pilot initiates an instrument approach procedure and a later RVR value that is less than the prescribed minimum is received subsequent to the initiation of the approach, the pilot will not be authorized to continue his approach for a "look-see" provided under §§ 121.651(b) or 121.653(b).

These amendments are proposed under the authority of sections 313(a), 601, and 604 of the Federal Aviation Act of 1958 (72 Stat. 752, 775, 778; 49 U.S.C. 1354, 1421, 1424).

In consideration of the foregoing, it is proposed to amend Parts 91 and 121 of Chapter I of Title 14 of the Code of Federal Regulations as follows:

1. By adding a new sentence at the end of §§ 91.117(c), 121.651(b), and 121.653(b) to read: "However, no pilot may initiate or execute an instrument approach procedure or land on a runway of an airport having an operational runway visual range facility if the latest weather report (including an oral report from the control tower) contains a runway visual range value (RVR) for that runway that is less than that prescribed by the Administrator for landing on that runway."

Issued in Washington, D.C., on March 19, 1965.

C. W. WALKER,
Acting Director,
Flight Standards Service.

[F.R. Doc. 65-3085; Filed, Mar. 25, 1965; 8:45 a.m.]

Notices

DEPARTMENT OF THE TREASURY

Bureau of Customs

[Antidumping—AA 643.3–m]

STEEL WELDED WIRE MESH FROM ITALY

Antidumping Proceeding Notice

MARCH 19, 1965.

On March 3, 1965, the Commissioner of Customs received information in proper form pursuant to the provisions of § 14.6(b) of the Customs Regulations indicating a possibility that steel welded wire mesh for concrete reinforcement imported from Italy is being, or likely to be, sold at less than fair value within the meaning of the Antidumping Act, 1921, as amended.

Ordinarily, merchandise is considered to be sold at less than fair value when the net, f.o.b. factory price for exportation to the United States is less than the net, f.o.b. factory price to purchasers in the home market, or where appropriate, to purchasers in other countries, after due allowance is made, for differences in quantity and circumstances of sale.

A summary of the information received is as follows: The net price for export to the United States furnished by the complainant and verified from Customs records is substantially lower than the net price for home consumption in Italy that was provided by the complainant.

In order to establish the validity of the information, the Bureau of Customs is instituting an inquiry pursuant to the provisions of § 14.6(d) (1)(ii), (2) and (3) of the Customs Regulations.

The information was submitted by Amco Wire & Mesh Co., Houston, Tex.

This notice is published pursuant to § 14.6(d)(1)(i) of the Customs Regulations (19 CFR 14.6(d)(1)(i)).

[SEAL] LESTER D. JOHNSON,
Acting Commissioner of Customs.

[F.R. Doc. 65-3089; Filed, Mar. 25, 1965; 8:46 a.m.]

Coast Guard

[CGFR 64–84]

EQUIPMENT, INSTALLATIONS, OR MATERIALS

Approval Notice

1. Various items of lifesaving, firefighting, and miscellaneous equipment, installations, and materials used on merchant vessels subject to Coast Guard inspection or on certain motorboats and other pleasure craft are required by law and various regulations in 46 CFR Chapter I to be of types approved by the Commandant, United States Coast Guard. The procedures governing the granting of approvals, and the cancellation, termination or withdrawal of approvals are set forth in 46 CFR 2.75–1 to 2.75–50, inclusive. For certain types of equipment, installations, and materials, specifications have been prescribed by the Commandant and are published in 46 CFR Parts 160 to 164, inclusive (Subchapter Q—Specifications), and detailed procedures for obtaining approvals are also described therein.

2. The Commandant's approval of a specific item is intended to provide a control over its quality. Therefore such approval applies only to the item constructed or installed in accordance with the applicable requirements and the details described in the specific approval. If a specific item when manufactured does not comply with the details in the approval, then such item is not considered to have the Commandant's approval, and the certificate of approval issued to the manufacturer does not apply to such modified item. For example, if an item is manufactured with changes in design or material not previously approved, the approval does not apply to such modified item.

3. After a manufacturer has submitted satisfactory evidence that a particular item complies with the applicable laws and regulations, a Certificate of Approval (Form CGHQ–10030) will be issued to the manufacturer certifying that the item specified complies with the applicable laws and regulations and approval is given, which will be in effect for a period of 5 years from the date given unless sooner canceled or suspended by proper authority.

4. The purpose of this document is to notify all concerned that certain approvals were granted or terminated, as described in this document, during the period from August 14, 1964, to December 30, 1964 (List Nos. 22–64, 23–64, 24–64, 25–64, 26–64, 27–64, 1–65, and 2–65). These actions were taken in accordance with procedures set forth in 46 CFR 2.75–1 to 2.75–50, inclusive.

5. The delegations of authority for the Coast Guard's actions with respect to approvals may be found in section 632 of Title 14, U.S. Code and in Treasury Department Orders 120 dated July 31, 1950 (15 F.R. 6521), 167–14, dated November 26, 1954 (19 F.R. 8026), 167–15 dated January 3, 1955 (20 F.R. 840), 167–20 dated June 18, 1956 (21 F.R. 4894), CGFR 56–28 dated July 24, 1956 (21 F.R. 5659), or 167–38 dated October 26, 1959 (24 F.R. 8857), and the statutory authority may be found in R.S. 4405, as amended, 4462, as amended, 4488, as amended, 4491, as amended, secs. 1, 2, 49 Stat. 1544, as amended, sec. 17, 54 Stat. 166, as amended, sec. 3, 54 Stat. 346, as amended, sec. 3, 70 Stat. 152 (46 U.S.C. 375, 416, 481, 489, 367, 526p, 1333, 390b), sec. 4(e), 67 Stat. 462 (43 U.S.C. 1333(e)), or sec. 3(c), 68 Stat. 675 (50 U.S.C. 198), and implementing regulations in 46 CFR Chapter I or 33 CFR Chapter I.

6. In Part I of this document are listed the approvals granted which shall be in effect for a period of 5 years from the dates granted, unless sooner canceled or suspended by proper authority.

7. In Part II of this document are listed the approvals which have been terminated. Notwithstanding this termination of approvals of the items of equipment as listed in Part II such equipment may be used so long as such equipment is in good serviceable condition.

PART I—APPROVALS OF EQUIPMENT, INSTALLATIONS, OR MATERIALS

LIFE PRESERVERS, KAPOK, ADULT AND CHILD (JACKET TYPE) MODELS 3 AND 5

Approval No. 160.002/78/0, Model 3, adult kapok life preserver, U.S.C.G. Specification Subpart 160.002, manufactured by Style-Crafters, Inc., Post Office Box 8277, Station A, Greenville, S.C., 29604, effective December 17, 1964. (It is an extension of Approval No. 160.002/78/0 dated December 17, 1959.)

Approval No. 160.002/79/0, Model 5, child kapok life preserver, U.S.C.G. Specification Subpart 160.002, manufactured by Style-Crafters, Inc., Post Office Box 8277, Station A, Greenville, S.C., 29604, effective December 17, 1964. (It is an extension of Approval No. 160.002/79/0 dated December 17, 1959.)

Approval No. 160.002/88/0, Model 3, adult kapok life preserver, U.S.C.G. Specification Subpart 160.002, manufactured by Noble Products Co., Box 327, Caldwell, Ohio, effective December 17, 1964. (It is an extension of Approval No. 160.002/88/0 dated December 17, 1959.)

Approval No. 160.002/89/0, Model 5, child kapok life preserver, U.S.C.G. Specification Subpart 160.002, manufactured by Noble Products Co., Box 327, Caldwell, Ohio, effective December 17, 1964. (It is an extension of Approval No. 160.002/89/0 dated December 17, 1959.)

Approval No. 160.002/100/0, Model 3, adult kapok life preserver, U.S.C.G. Specification Subpart 160.002, manufactured by Crawford Manufacturing Co., Inc., Third and Decatur Streets, Richmond 12, Va., and 12th and Graham Streets, Emporia, Kans., for J. C. Penney Co., Inc., 330 West 34th Street, New York, N.Y., 1001, effective September 28, 1964.

Approval No. 160.002/101/0, Model 5, child kapok life preserver, U.S.C.G. Specification Subpart 160.002, manufactured by Crawford Manufacturing Co., Inc., third and Decatur Streets, Richmond 12, Va., and 12th and Graham Streets, Emporia, Kans., for J. C. Penney Co., Inc., 330 West 34th Street, New York, N.Y., 1001, effective September 28, 1964.

LIFE PRESERVERS: REPAIRING AND CLEANING

Approval No. 160.006/17/1, Castle cleaning process for kapok life preservers as outlined in Castle Carpet Cleaning Corp., letter dated May 24, 1964, and

U.S.C.G. Specification 160.006, issued to Castle Carpet Cleaning Corp., 36–21 33d Street, Long Island City, N.Y., effective October 15, 1964. (Where buoyancy fillers are not removed from envelope covers during cleaning process.) (It supersedes Approval No. 160.006/17/0 dated June 24, 1964, to show change in date of issue.)

BUOYANT APPARATUS

Approval No. 160.010/30/1, 4.17' x 3.0' (8'' x 8'' body section) rectangular buoyant apparatus, fibrous glass reinforced neoprene latex shell with unicellular plastic foam core, 7-person capacity, dwg. No. BA–3–7 dated January 15, 1964, and revised specification dated July 13, 1964, manufactured by the Plasti-Kraft Corp., Ozona Industrial Park, Ozona, Fla., effective August 28, 1964. (It supersedes Approval No. 160.010/30/0 dated September 12, 1963, to show change in construction.)

Approval No. 160.010/31/1, 6.17' x 3.67' (9'' x 9'' body section) rectangular buoyant apparatus, fibrous glass reinforced neoprene latex shell with unicellular plastic foam core, 13-person capacity, dwg. No. BA–3–13 dated January 15, 1964, and revised specification dated July 13, 1964, manufactured by the Plasti-Kraft Corp., Ozona Industrial Park, Ozona, Fla., effective August 28, 1964. (It supersedes Approval No. 160.010/31/0 dated September 12, 1963, to show change in construction.)

Approval No. 160.010/56/0, 9.75' x 6.25' (10½'' x 10½'' body section) rectangular aluminum buoyant apparatus with unicellular plastic foam core, 30-person capacity, dwg. No. 60093, dated May 19, 1959, manufactured by Welin Davit & Boat Division, Continental Copper & Steel Industries, Inc., Perth Amboy, N.J., effective September 3, 1964. (It is an extension of Approval No. 160.010/56/0 dated September 3, 1959.)

Approval No. 160.010/59/1, 4.17' x 3.0' (8'' x 8'' body section) rectangular buoyant apparatus, fibrous glass reinforced neoprene latex shell with unicellular plastic foam core, 7-person capacity, Plasti-Kraft dwg. No. BA–3–7 dated January 15, 1964, and revised specification dated July 13, 1964, manufactured by the Plasti-Kraft Corp., Ozona Industrial Park, Ozona, Fla., for the American Pad & Textile Co., 511 North Solomon Street, New Orleans 19, La., effective August 28, 1964. (It supersedes Approval No. 160.010/59/0 dated October 24, 1960, to show change in construction.)

Approval No. 160.010/60/1, 6.17' x 3.67' (9'' x 9'' body section) rectangular buoyant apparatus, fibrous glass reinforced neoprene latex shell with unicellular plastic foam core, 13-person capacity, Plasti-Kraft dwg. No. BA–3–13 dated January 15, 1964, and revised specification dated July 13, 1964, manufactured by Plasti-Kraft Corp., Ozona Industrial Park, Ozona, Fla., for the American Pad & Textile Co., 511 North Solomon Street, New Orleans 19, La., effective August 28, 1964. (It supersedes Approval No. 160.010/60/0 dated October 24, 1960, to show change in construction.)

Approval No. 160.010/62/0, 5.0' x 2.67' (7½'' x 10'' body section) peripheral-body type buoyant apparatus, fibrous glass reinforced plastic (FRP) shell with unicellular polyurethane core, 8-person capacity, dwg. No. 21962 dated August 16, 1964, and Specification No. 6162 dated August 18, 1964, manufactured by Atlantic-Pacific Manufacturing Corp., 124 Atlantic Avenue, Brooklyn 1, N.Y., effective October 19, 1964.

Approval No. 160.010/63/0, 6.0' x 4.0' box-float type buoyant apparatus, fibrous glass reinforced plastic (FRP) shell with unicellular polyurethane core, 20-person capacity, dwg. No. 21961 dated August 16, 1964, and Specification No. 6161 dated August 18, 1964, manufactured by Atlantic-Pacific Manufacturing Corp., 124 Atlantic Avenue, Brooklyn 1, N.Y., effective October 19, 1964.

GAS MASKS, SELF-CONTAINED BREATHING APPARATUS AND SUPPLIED-AIR RESPIRATORS

Approval No. 160.011/3/1, Davis Type BLS fresh air hose mask assembly with velocity blower, Davit Unit Nos. 4066, 4067, 4087, 4088, 4090, 4091, 4092, or 4093 with a maximum length of hose not exceeding 150 feet, Bureau of Mines Approval No. BM–1906 when assembled with BM–1902 facepiece and BM–1902 or 1902A harness and hose, manufactured by Davis Emergency Equipment Co., Inc., 45–57 Halleck Street, Newark, N.J., 07104, effective October 12, 1964. (It supersedes Approval No. 160.011/3/1 dated June 26, 1961, to show correction.)

Approval No. 160.011/27/1, Scott Air-Pak, Model 6000–A2MS, self-contained ½-hour compressed air breathing apparatus, at least one extra fully charged cylinder of breathing air to be included as part of the complete unit, Bureau of Mines Approval No. BM–1308, only for use with BM–1308 facepiece and BM–1308 pressure regulator and assembly, Scott assembly dwg. No. 6000–A2MS, Rev. G, dated December 13, 1962, manufactured by Scott Aviation Corp., Lancaster, N.Y., effective December 10, 1964. (It supersedes Approval No. 160.011/27/0 dated December 17, 1959, to show change in construction.)

Approval No. 160.011/35/0, M–S–A Oxygen Mask with Clearvue Facepiece and Cleartone Speaking Diaphragm, Part No. 93160, self-contained ½-hour compressed oxygen breathing apparatus, at least one extra fully charged cylinder of oxygen to be included as part of the complete unit, Bureau of Mines Approval No. BM–1309 and MSA assembly dwg. No. A–93160, revision 2 dated September 15, 1964, manufactured by Mine Safety Appliances Co., 201 North Braddock Avenue, Pittsburgh 8, Pa., effective October 16, 1964.

Approval No. 160.011/36/0, M–S–A Air Mask with Clearvue Facepiece and Cleartone Speaking Diaphragm, Part No. 93200, self-contained ½-hour compressed air breathing apparatus, at least one extra fully charged cylinder of breathing air to be included as part of the complete unit, Bureau of Mines Approval No. BM–1310 and MSA assembly dwg. No. A–93200, revision 2 dated September 15, 1964, manufactured by Mine Safety Appliances Co., 201 North Braddock Avenue, Pittsburgh 8, Pa., effective October 16, 1964.

COMPASSES, LIFEBOAT

Approval No. 160.014/1/0, Type LMC–101D, compensating mariners liquid-filled magnetic lifeboat compass with mounting, assembly drawing No. D–1 dated July 18, 1945, manufactured by John E. Hand & Sons Co., Beechwood and Birch Avenues, Cherry Hill, N.J., effective November 13, 1964. (It supersedes Approval No. 160.014/1/0 dated July 31, 1962, to show change of address of manufacturer.)

WINCHES, LIFEBOAT

Approval No. 160.015/80/0, Type B135–B lifeboat winch, approval is limited to mechanical components and for a maximum working load of 13,500 pounds pull at the drums (6,750 pounds per fall), identified by general arrangement dwg. No. 80238, revised May 8, 1959, manufactured by Welin Davit & Boat Division, Continental Copper & Steel Industries, Inc., Perth Amboy, N.J., effective December 17, 1964. (Type B135–B lifeboat winch not to be used with emergency lifeboats on passenger vessels because of insufficient lowering speed.) (It is an extension of Approval No. 160.015/80/0 dated December 17, 1959.)

Approval No. 160.015/87/0, Type 35–G lifeboat winch, approval is limited to mechanical components only, and for a maximum working load of 7,000 pounds pull at the drums (3,500 pounds per fall), identified by general assembly dwg. No. 1014–2R, Rev. B dated August 24, 1964, and drawing list dated June 10, 1964, manufactured by Marine Safety Equipment Corp., Foot of Paynter's Road, Farmingdale, N.J., 07727, effective October 6, 1964. (Type 35–G lifeboat winch not to be used with emergency lifeboats on passenger vessels because of insufficient lowering speed.)

LAMPS, SAFETY, FLAME

Approval No. 160.016/3/1, Wolf Brass Naphtha Burning, Key Lock, Flame Safety Lamp, dwg. No. B–34276, Rev. 1 dated December 21, 1964, manufactured by Mine Safety Appliances Co., 201 North Braddock Avenue, Pittsburgh 8, Pa., effective December 28, 1964. (Marking as per U.S.C.G. Specification Subpart 160.016.) (It supersedes Approval No. 160.016/3/1 dated October 12, 1964, to show change of name and number on manufacturer's drawing.)

LIFE RAFTS

Approval No. 160.018/17/0, Type "B" life raft, for other than ocean and coastwise service, 12.33' x 7.75' x 3.65', 25-person capacity, identified by general arrangement dwg. No. 60097, Rev. B dated September 23, 1959, manufactured by Welin Davit & Boat Division of Continental Copper & Steel Industries, Inc., Perth Amboy, N.J., effective December 17, 1964. (It is an extension of Approval No. 160.018/17/0 dated December 17, 1959.)

MIRRORS, EMERGENCY SIGNALING

Approval No. 160.020/2/1, 4'' x 5'' metal, emergency signaling mirror, Type SMC, identified by Specification No. 2 revised December 1, 1964, and drawing No. 2 dated July 23, 1962, manufactured by Safety Mirror Co., 30 Front Street,

New York 4, N.Y., effective December 2, 1964. (It supersedes Approval No. 160.020/2/0 dated July 31, 1962.)

SIGNALS, DISTRESS, FLOATING ORANGE SMOKE

Approval No. 160.022/2/1, Model OS–5 floating orange smoke distress signal, dwg. Nos. 9 and 10 dated April 28, 1964, and Specification OS–5 dated April 28, 1964, manufactured by Superior Signal Co., Inc., W. Greystone Road, Spotswood, N.J., effective October 21, 1964. (Minor change in specifications; no change in construction.) (It supersedes Approval No. 160.022/2/1 dated May 1, 1964, to show change in address of manufacturer and minor change in specifications.)

Approval No. 160.022/6/0, Model FOS–1 floating orange smoke distress signal, assembly dwg. No. C–200950 dated June 26, 1953, manufactured by Universal Match Corp., Post Office Box 5841, St. Louis 21, Mo., effective December 8, 1964. (It is an extension of Approval No. 160.022/6/0 dated December 8, 1959.)

LIFE FLOATS

Approval No. 160.027/39/1, 6.0′ x 2.83′ (8½″ x 8½″ body section) rectangular aluminum life float with unicellular plastic foam core, 7-person capacity, dwg. No. 60064, Rev. B, dated June 29, 1959, manufactured by Welin Davit & Boat Division, Continental Copper & Steel Industries, Inc., Perth Amboy, N.J., effective September 3, 1964. (It is an extension of Approval No. 160.027/39/1 dated September 3, 1959.)

Approval No. 160.027/40/1, 4.17′ x 3.0′ (8″ x 8″ body section) rectangular life float, fibrous glass reinforced neoprene latex shell with unicellular plastic foam core, 6-person capacity, dwg. No. LF–3–6 dated January 15, 1964, and revised specification dated July 13, 1964, manufactured by the Plasti-Kraft Corp., Ozona Industrial Park, Ozona, Fla., effective August 28, 1964. (It supersedes Approval No. 160.027/40/0 dated September 12, 1963, to show change in construction.)

Approval No. 160.027/41/1, 6.17′ x 3.67′ (9″ x 9″ body section) rectangular life float, fibrous glass reinforced neoprene latex shell with unicellular plastic foam core, 11-person capacity, dwg. No. LF–3–11 dated January 15, 1964, and revised specification dated July 13, 1964, manufactured by the Plasti-Kraft Corp., Ozona Industrial Park, Ozona, Fla., effective August 28, 1964. (It supersedes Approval No. 160.027/41/0 dated September 12, 1963, to show change in construction.)

Approval No. 160.027/47/1, 7.5′ x 4.0′ (10½″ x 10½″ body section) rectangular aluminum life float with unicellular plastic foam core, 15-person capacity, dwg. No. 60068, dated January 24, 1958, revised May 22, 1959, manufactured by Welin Davit & Boat Division, Continental Copper & Steel Industries, Inc., Perth Amboy, N.J., effective September 3, 1964. (It is an extension of Approval No. 160.027/47/1 dated September 3, 1959.)

Approval No. 160.027/49/1, 9.0′ x 5.0′ (10½″ x 10½″ body section) rectangular aluminum life float with unicellular plastic foam core, 22-person capacity, dwg. No. 60074, Rev. B, dated May 22, 1959, manufactured by Welin Davit & Boat Division, Continental Copper & Steel Industries, Inc., 500 Market Street, Perth Amboy, N.J., effective September 3, 1964. (It is an extension of Approval No. 160.027/49/1 dated September 3, 1959.)

Approval No. 160.027/55/1, 4.17′ x 3.0′ (8″ x 8″ body section) rectangular life float, fibrous glass reinforced neoprene latex shell with unicellular plastic foam core, 6-person capacity, Plasti-Kraft dwg. No. LF–3–6 dated January 15, 1964, and Specification, Rev. 1, dated August 25, 1964, manufactured by the Plasti-Kraft Corp., Ozona Industrial Park, Ozona, Fla., for the American Pad & Textile Co., 511 North Solomon Street, New Orleans 19, La., effective August 28, 1964. (It supersedes Approval No. 160.027/55/0 dated October 24, 1960, to show change in construction.)

Approval No. 160.027/56/1, 6.17′ x 3.67′ (9″ x 9″ body section) rectangular life float, fibrous glass reinforced neoprene latex shell with unicellular plastic foam core, 11-person capacity, Plasti-Kraft dwg. No. LF–3–11 dated January 15, 1964, and Specification, Rev. 1, dated August 25, 1964, manufactured by the Plasti-Kraft Corp., Ozona Industrial Park, Ozona, Fla., for the American Pad & Textile Co., 511 North Solomon Street, New Orleans 19, La., effective August 28, 1964. (It supersedes Approval No. 160.027/56/0 dated October 24, 1960, to show change of construction.)

Approval No. 160.027/60/0, 5.0′ x 2.67′ (7½″ x 10″ body section) peripheral-body type life float, fibrous glass reinforced plastic (FRP) shell with unicellular polyurethane core, 6-person capacity, dwg. No. 21963 dated August 16, 1964, and Specification No. 6163 dated August 18, 1964, manufactured by Atlantic-Pacific Manufacturing Corp., 124 Atlantic Avenue, Brooklyn 1, N.Y., effective October 19, 1964.

DAVITS

Approval No. 160.032/33/2, mechanical davit, straight boom sheath screw, Type R.D. 5–10, approved for a maximum working load of 5,800 pounds per set (2,900 pounds per arm) using not less than 2-part falls, identified by arrangement dwg. No. C.A. 395 dated January 10, 1944, manufactured by Lane Lifeboat & Davit Corp., 8920 26th Avenue, Brooklyn 14, N.Y., effective December 17, 1964. (It is an extension of Approval No. 160.032/33/2 dated December 17, 1959.)

Approval No. 160.032/69/1, mechanical davit, straight boom sheath screw, Type B–77 (formerly Type BB) approved for maximum working load of 15,400 pounds per set (7,700 pounds per arm), using 5- or 6-part falls, identified by general arrangement dwg. No. 3108–1 dated June 22, 1942, and revised September 29, 1954, manufactured by Welin Davit & Boat Division, Continental Copper & Steel Industries, Inc., Perth Amboy, N.J., effective December 8, 1964. (It is an extension of Approval No. 160.032/69/1 dated December 8, 1959.)

Approval No. 160.032/101/1, mechanical davit, straight boom sheath screw, Type B–25, approved for maximum working load of 5,000 pounds per set (2,500 pounds per arm), using 5- or 6-part falls, identified by general arrangement dwg. No. 3211 dated April 13, 1948, manufactured by Welin Davit & Boat Division, Continental Copper & Steel Industries, Inc., Perth Amboy, N.J., effective December 8, 1964. (It is an extension of Approval No. 160.032/101/1 dated December 8, 1959.)

Approval No. 160.032/150/1, mechanical davit, straight boom sheath screw, Type B–47, approved for a maximum working load of 9,450 pounds per set (4,725 pounds per arm) using not less than 2-part falls, identified by general arrangement dwg. No. 80049, Rev. A dated April 21, 1959, manufactured by Welin Davit & Boat Division, Continental Copper & Steel Industries, Inc., Perth Amboy, N.J., effective December 17, 1964. (It is an extension of Approval No. 160.032/150/1 dated December 17, 1959.)

Approval No. 160.032/162/0, mechanical davit, straight boom sheath screw, Type B–30, approved for a maximum working load of 6,000 pounds per set (3,000 pounds per arm), identified by arrangement dwg. No. 80245, Rev. A, dated April 21, 1959, manufactured by Welin Davit & Boat Division, Continental Copper & Steel Industries, Inc., 500 Market Street, Perth Amboy, N.J., effective September 3, 1964. (It is an extension of Approval No. 160.032/162/0 dated September 3, 1959.)

Approval No. 160.032/167/0, gravity davit, Type 26–14, approved for a maximum working load of 14,000 pounds per set (7,000 pounds per arm), using 2-part falls, identified by general arrangement dwg. No. 3019–1R, Rev. A dated September 9, 1964, and drawing list dated September 10, 1964, manufactured by Marine Safety Equipment Corp., Foot of Paynter's Road, Farmingdale, N.J., 07727, effective October 6, 1964.

LIFEBOATS

Approval No. 160.035/27/3, 28.0′ x 9.0′ x 4.0′ steel, oar-propelled lifeboat, 59-person capacity, identified by general arrangement dwg. No. G–2859 dated June 10, 1948, and revised August 13, 1959, manufactured by C. C. Galbraith & Son, Inc., 99 Park Place, New York 7, N.Y., effective December 17, 1964. (It is an extention of Approval No. 160.035/27/3 dated December 17, 1959.)

Approval No. 160.035/32/2, 18.0′ x 6.25′ x 2.75′ aluminum, oar-propelled lifeboat, 18-person capacity, identified by construction and arrangement dwg. No. 3420, Rev. C, dated August 10, 1959, manufactured by Welin Davit & Boat Division of Continental Copper & Steel Industries, Inc., Perth Amboy, N.J., effective December 17, 1964. (It is an extension of Approval No. 160.035/32/2 dated December 17, 1959.)

Approval No. 160.035/34/2, 18.0′ x 5.75′ x 2.42′ steel, oar-propelled lifeboat, 15-person capacity, identified by construction and arrangement dwg. No. 757–1, revision "C" dated August 10, 1959, manufactured by Welin Davit & Boat Division of Continental Copper & Steel Industries, Inc., Perth Amboy, N.J., effective December 17, 1964. (It is an extension of Approval No. 160.035/34/2 dated December 17, 1959.)

Approval No. 160.035/52/1, 26.0′ x 9.0′ x 3.67′ steel, oar-propelled lifeboat, 50-

person capacity, identified by construction and arrangement dwg. No. 1456–D dated April 23, 1954, and revised June 15, 1954, manufactured by Welin Davit & Boat Division of Continental Copper & Steel Industries, Inc., Perth Amboy, N.J., effective October 6, 1964. (It is an extension of Approval No. 160.035/52/1 dated October 6, 1959.)

Approval No. 160.035/271/1, 22.0′ x 6.75′ x 2.92′ steel, oar-propelled lifeboat, 25-person capacity, identified by construction and arrangement drawing No. 22–1B, revision B dated May 27, 1957, manufactured by Marine Safety Equipment Corp., Foot of Paynter's Road, Farmingdale, N.J., 07727, effective December 17, 1964. (It is an extension of Approval No. 160.035/271/1 dated December 17, 1959.)

Approval No. 160.035/282/1, 24.0′ x 7.63′ x 3.21′ aluminum, oar-propelled lifeboat, 35-person capacity, identified by construction and arrangement dwg. No. 24–4C, Alteration A dated August 9, 1958, manufactured by Marine Safety Equipment Corp., Foot of Paynter's Road, Farmingdale, N.J., 07727, effective December 17, 1964. (It is an extension of Approval No. 160.035/282/1 dated December 17, 1959.)

Approval No. 160.035/286/2, 24.0′ x 8.0′ x 3.5′ steel, oar-propelled lifeboat, 40-person capacity, identified by construction and arrangement dwg. No. 24–9, Rev. F dated October 16, 1964, manufactured by Marine Safety Equipment Corp., Foot of Paynter's Road, Farmingdale, N.J., 07727, effective October 23, 1964. (It supersedes Approval No. 160.-035/286/1 dated June 3, 1963, to show change in construction.)

Approval No. 160.035/307/1, 16.0′ x 5.5′ x 2.38′ aluminum, oar-propelled lifeboat, 12-person capacity, identified by construction and arrangement dwg. No. 3473 dated April 7, 1953, and revised September 18, 1959, manufactured by Welin Davit & Boat Division of Continental Cooper & Steel Industries, Inc., Perth Amboy, N.J., effective December 17, 1964. (If mechanical disengaging apparatus is fitted, it shall be of an approved type and installed in accordance with drawings approved by the Commandant.) (It is an extension of Approval No. 160.035/307/1 dated December 17, 1959.)

Approval No. 160.035/311/1, 24.0′ x 8.0′ x 3.5′ steel, motor-propelled lifeboat without radio cabin (Class B), 37-person capacity, identified by construction and arrangement dwg. No. 24–9E, Rev. C dated July 2, 1959, manufactured by Marine Safety Equipment Corp., Foot of Paynter's Road, Farmingdale, N.J., effective September 3, 1964. (It is an extension of Approval No. 160.035/311/1 dated September 3, 1959.)

Approval No. 160.035/327/0, 16.0′ x 5.25′ x 2.25′ aluminum, oar-propelled lifeboat, 10-person capacity, identified by construction and arrangement dwg. No. 16–4 dated May 21, 1954, and revised August 24, 1954, manufactured by Marine Safety Equipment Corp., Foot of Paynter's Road, Farmingdale, N.J., 07727, effective December 8, 1964. (If mechanical disengaging apparatus is fitted, it shall be of an approved type and installed in accordance with drawings approved by the Commandant.) (It is an extension of Approval No. 160.035/327/0 dated December 8, 1959.)

Approval No. 160.035/329/2, 24.0′ x 8.0′ x 3.5′ steel, motor-propelled lifeboat without radio cabin (Class B), 37-person capacity, identified by general arrangement dwg. No. G–2437–M dated November 1958, and revised October 13, 1959 (gasoline engine), or general arrangement dwg. No. G–2437–D dated March 1964, and revised August 25, 1964 (diesel engine, speed 6 knots), manufactured by C. C. Galbraith & Son, Inc., 99 Park Place, New York 7, N.Y., effective August 31, 1964. (It supersedes Approval No. 160.035/329/1 dated March 16, 1960, to show change in construction.)

Approval No. 160.035/330/0, 24.0′ x 7.63′ x 3.21′ steel, motor-propelled lifeboat without radio cabin (Class B), 33-person capacity, identified by construction and arrangement dwg. No. 24–4G dated September 24, 1954, and revised November 15, 1954, manufactured by Marine Safety Equipment Corp., Foot of Paynter's Road, Farmingdale, N.J., 07727, effective December 17, 1964. (It is an extension of Approval No. 160.035/330/0 dated January 18, 1960.)

Approval No. 160.035/363/1, 24.0′ x 8.0′ x 3.5′ steel, hand-propelled lifeboat, 40-person capacity, identified by construction and arrangement dwg. No. 24–9G, Rev. E dated November 3, 1964, manufactured by Marine Safety Equipment Corp., Foot of Paynter's Road, Farmingdale, N.J., 07727, effective November 23, 1964. (It supersedes Approval No. 160.-035/363/0 dated May 29, 1962, to show change in construction.)

Approval No. 160.035/395/0, 24.0′ x 8.33′ x 3.58′ steel, oar-propelled lifeboat, 43-person capacity, identified by general arrangement dwg. No. G–2443 dated June 1959, and revised June 23, 1959, manufactured by C. C. Galbraith & Son, Inc., 99 Park Place, New York 7, N.Y., effective September 3, 1964. (It is an extension of Approval No. 160.035/395/0 dated September 3, 1959.)

Approval No. 160.035/398/1, 24.0′ x 8.0′ x 3.58′ steel, oar-propelled lifeboat, 40-person capacity, with removable interior, identified by construction and arrangement dwg. No. 80226 dated January 30, 1959, and revised September 25, 1964, manufactured by Welin Davit & Boat Division of Continental Copper & Steel Industries, Inc., Perth Amboy, N.J., effective October 1, 1964. (It supersedes Approval No. 160.035/398/0 dated June 17, 1964, to show change in construction.)

Approval No. 160.035/402/0, 22.0′ x 7.5′ x 3.17′ steel oar-propelled lifeboat, with removable interior, 31-person capacity, identified by construction and arrangement dwg. No. 80259, Rev. A dated July 10, 1959, manufactured by Welin Davit & Boat Division of Continental Copper & Steel Industries, Inc., Perth Amboy, N.J., effective September 3, 1964. (It is an extension of Approval No. 160.-035/402/0 dated September 3, 1959.)

Approval No. 160.035/411/1, 24.0′ x 8.0′ x 3.58′ steel, hand-propelled lifeboat, 40-person capacity, with removable interior, identified by construction and arrangement dwg. No. 80275 dated October 20, 1959, and revised September 25, 1964, manufactured by Welin Davit & Boat Division of Continental Copper & Steel Industries, Inc., Perth Amboy, N.J., effective October 1, 1964. (It supersedes Approval No. 160.035/411/0 dated June 21, 1960, to show change in construction.

Approval No. 160.035/412/2, 24.0′ x 8.0′ x 3.58′ steel, motor-propelled lifeboat, with removable interior and without radio cabin (Class B), 37-person capacity, identified by construction and arrangement dwg. No. 80276 dated October 15, 1959, and revised September 25, 1964 (Gasoline Engine), or construction and arrangement dwg. No. B–80561 dated September 6, 1963, and revised September 25, 1964 (Diesel Engine, Speed 6 knots), manufactured by Welin Davit & Boat Division of Continental Copper & Steel Industries, Inc., Perth Amboy, N.J., effective October 1, 1964. (It supersedes Approval No. 160.035/412/1 dated April 28, 1964, to show change in construction.)

Approval No. 160.035/439/0, 12.0′ x 4.42′ x 1.75′ oar-propelled F.R.P. lifeboat, 6-person capacity, identified by construction and arrangement drawing 12–5, Rev. D dated September 23, 1964, manufactured by Marine Safety Equipment Corp., Foot of Paynter's Road, Farmingdale, N.J., 07727, effective November 30, 1964. (Approved for use on vessels in bays, sounds, and lakes; and river service. If mechanical disengaging apparatus is fitted, it shall be of an approved type and installed in accordance with drawings approved by the Commandant.)

Approval No. 160.035/441/0, 26.0′ x 9.0′ x 3.83′ steel, motor-propelled (Diesel, 6-knot) Class "B" lifeboat, 48-person capacity, identified by construction and arrangement dwg. No. B–84000, dated April 30, 1964, and revised September 3, 1964, manufactured by Welin Davit & Boat Division of Continental Copper & Steel Industries, Inc., Perth Amboy, N.J., effective September 4, 1964.

JACKKNIFE (WITH CAN OPENER)

Approval No. 160.043/2/0, No. 850 jackknife (with can opener), dwgs. PR–110–15 and PR–110–24, dated June 22, 1954, manufactured by Imperial Knife Co., Inc., Imperial Place, Providence, R.I., effective October 6, 1964. (It is an extension of Approval No. 160.043/2/0 dated October 6, 1959.)

BUOYANT VESTS, KAPOK OR FIBROUS GLASS, ADULT AND CHILD

NOTE: Approved for use on motorboats of Classes A, 1, or 2 not carrying passengers for hire.

Approval No. 160.047/336/0, Type I, Model AK–1, adult kapok buoyant vest, U.S.C.G. Specification Subpart 160.047, manufactured by Burlington Mills, Inc., Burlington, Wis., and Post Office Box 360, Cadiz, Ky., effective October 20, 1964. (It supersedes Approval No. 160.047/336/0 dated June 21, 1960, to show change in address of manufacturer.)

Approval No. 160.047/337/0, Type I, Model CKM–1, child medium kapok buoyant vest, U.S.C.G. Specification Subpart 160.047, manufactured by Burlington Mills, Inc., Burlington, Wis., and

Post Office Box 360, Cadiz, Ky., effective October 20, 1964. (It supersedes Approval No. 160.047/337/0 dated June 21, 1960, to show change in address of manufacturer.)

Approval No. 160.047/338/0, Type I, Model CKS–1, child small kapok buoyant vest, U.S.C.G. Specification Subpart 160.047, manufactured by Burlington Mills, Inc., Burlington, Wis., and Post Office Box 360, Cadiz, Ky., effective October 20, 1964. (It supersedes Approval No. 160.047/338/0 dated June 21, 1960, to show change in address of manufacturer.)

Approval No. 160.047/571/0, Type I, Model AK–1, adult kapok buoyant vest, U.S.C.G. Specification Subpart 160.047, manufactured by Crawford Manufacturing Co., Inc., Third and Decatur Streets, Richmond 12, Va., and 12th and Graham Streets, Emporia, Kan., for J. C. Penney Co., Inc., 330 West 34th Street, New York, N.Y., 10001, effective September 28, 1964.

Approval No. 160.047/572/0, Type I, Model CKM–1, child kapok buoyant vest, U.S.C.G. Specification Subpart 160.047, manufactured by Crawford Manufacturing Co., Inc., Third and Decatur Streets, Richmond 12, Va., and 12th and Graham Streets, Emporia, Kans., for J. C. Penney Co., Inc., 330 West 34th Street, New York, N.Y., 10001, effective September 28, 1964.

Approval No. 160.047/573/0, Type I, Model CKS–1, child kapok buoyant vest, U.S.C.G. Specification Subpart 160.047, manufactured by Crawford Manufacturing Co., Inc., Third and Decatur Streets, Richmond 12, Va., and 12th and Graham Streets, Emporia, Kans., for J. C. Penney Co., Inc., 330 West 34th Street, New York, N.Y., 10001, effective September 28, 1964.

Approval No. 160.047/574/0, Type I, Model AK–1, adult kapok buoyant vest, U.S.C.G. Specification Subpart 160.047, manufactured by Ero Manufacturing Co., Crystal Lake, Ill., and Hazlehurst, Ga., for Sears, Roebuck & Co., 925 South Homan Avenue, Chicago, Ill., 60607, effective October 6, 1964.

Approval No. 160.047/575/0, Type I, Model CKM–1, child kapok buoyant vest, U.S.C.G. Specification Subpart 160.047, manufactured by Ero Manufacturing Co., Crystal Lake, Ill., and Hazlehurst, Ga., for Sears, Roebuck & Co., 925 South Homan Avenue, Chicago, Ill., 60607, effective October 6, 1964.

Approval No. 160.047/576/0, Type I, Model CKS–1, child kapok buoyant vest, U.S.C.G. Specification Subpart 160.047, manufactured by Ero Manufacturing Co., Crystal Lake, Ill., and Hazlehurst, Ga., for Sears, Roebuck & Co., 925 South Homan Avenue, Chicago, Ill., 60607, effective October 6, 1964.

Approval No. 160.047/577/0, Type I, Model AK–1, adult kapok buoyant vest, U.S.C.G. Specification Subpart 160.047, manufactured by Burlington Mills, Inc., Burlington, Wis., and Post Office Box 360, Cadiz, Ky., for Trigg Manufacturing Corp., Post Office Box 360, Cadiz, Ky., effective December 28, 1964.

Approval No. 160.047/578/0, Type I, Model CKM–1, child medium kapok buoyant vest, U.S.C.G. Specification Subpart 160.047, manufactured by Burlington Mills, Inc., Burlington, Wis., and Post Office Box 360, Cadiz, Ky., for Trigg Manufacturing Corp., Post Office Box 360, Cadiz, Ky., effective December 28, 1964.

Approval No. 160.047/579/0, Type I, Model CKS–1, child small kapok buoyant vest, U.S.C.G. Specification Subpart 160.047, manufactured by Burlington Mills, Inc., Burlington, Wis., and Post Office Box 360, Cadiz, Ky., for Trigg Manufacturing Corp., Post Office Box 360, Cadiz, Ky., effective December 28, 1964.

Approval No. 160.047/580/0, Type I, Model AK–1, adult kapok buoyant vest, U.S.C.G. Specification Subpart 160.047, manufactured by the American Pad & Textile Co., 6230 Bienvenue Street and 511 North Solomon Street, New Orleans, La., and Fairfield, Calif., for Seaway, 6230 Bienvenue Street, New Orleans, La., 70117, effective November 5, 1964.

Approval No. 160.047/581/0, Type I, Model CKM–1, child kapok buoyant vest, U.S.C.G. Specification Subpart 160.047, manufactured by the American Pad & Textile Co., 6230 Bienvenue Street and 511 North Solomon Street, New Orleans, La., and Fairfield, Calif., for Seaway, 6230 Bienvenue Street, New Orleans, La., 70117, effective November 5, 1964.

Approval No. 160.047/582/0, Type I, Model CKS–1, child kapok buoyant vest, U.S.C.G. Specification Subpart 160.047, manufactured by the American Pad & Textile Co., 6230 Bienvenue Street and 511 North Solomon Street, New Orleans, La., and Fairfield, Calif., for Seaway, 6230 Bienvenue Street, New Orleans, La., 70117, effective November 5, 1964.

BUOYANT CUSHIONS, KAPOK OR FIBROUS GLASS

NOTE: Approved for use on motorboats of Classes A, 1, or 2 not carrying passengers for hire.

Approval No. 160.048/100/0, group approval for rectangular and trapezoidal kapok buoyant cushions, U.S.C.G. Specification Subpart 160.048, sizes and weights of kapok filling to be as per Table 160.048–4(c) (1) (i), manufactured by Burlington Mills, Inc., Burlington, Wis., and Post Office Box 360, Cadiz, Ky., effective October 20, 1964. (It supersedes Approval No. 160.048/100/0 dated November 1, 1962, to show change in address of manufacturer.)

Approval No. 160.048/233/0, group approval for rectangular and trapezoidal kapok buoyant cushions, U.S.C.G. Specification Subpart 160.048, sizes and weights of kapok filling to be as per Table 160.048–4(c) (1) (i), manufactured by Crawford Manufacturing Co., Inc., Third and Decatur Streets, Richmond 12, Va., and 12th and Graham Streets, Emporia, Kans., for J. C. Penney Co., Inc., 330 West 34th Street, New York, N.Y., 10001, effective September 28, 1964.

Approval No. 160.048/234/0, group approval for rectangular and trapezoidal kapok buoyant cushions, U.S.C.G. Specification Subpart 160.048, sizes and weights of kapok filling to be as per Table 160.048–4(c) (1) (i), manufactured by Ero Manufacturing Co., Crystal Lake, Ill., and Hazlehurst, Ga., for Sears, Roebuck & Co., 925 South Homan Avenue, Chicago, Ill., 60607, effective October 6, 1964.

Approval No. 160.048/235/0, group approval for rectangular and trapezoidal kapok buoyant cushions, U.S.C.G. Specification Subpart 160.048, sizes and weights of kapok filling to be as per Table 160.048–4(c) (1) (i), manufactured by Burlington Mills, Inc., Burlington, Wis., and Post Office Box 360, Cadiz, Ky., for Trigg Manufacturing Corp., Post Office Box 360, Cadiz, Ky., effective December 28, 1964.

Approval No. 160.048/236/0, special approval for 17" diameter x 2" thick, round kapok buoyant cushion, 20-oz. kapok, dwgs. C–20 and A–103 dated June 15, 1959, manufactured by the American Pad & Textile Co., 6230 Bienvenue Street and 511 North Solomon Street, New Orleans, La., and Fairfield, Calif., for Seaway, 6230 Bienvenue Street, New Orleans, La., 70117, effective November 5, 1964.

BUOYANT CUSHIONS, UNICELLULAR PLASTIC FOAM

NOTE: Approved for use on motorboats of Classes A, 1, or 2 not carrying passengers for hire.

Approval No. 160.049/62/0, special approval for 14⅞" x 15½" x 4⅜" (cored) rectangular, vinyl-dipped, unicellular plastic foam buoyant cushion, dwg. No. 5334-X, Rev. 2 dated May 8, 1964, manufactured by Goodenow Manufacturing, 1301 West 18th Street, Erie, Pa., 16501, effective August 31, 1964.

Approval No. 160.049/63/0, special approval for 23" x 13" x 2⅛" rectangular, vinyl-dipped, unicellular plastic foam buoyant cushion, dwg. No. 5335-X, Rev. 1 dated August 14, 1964, manufactured by Goodenow Manufacturing, 1301 West 18th Street, Erie, Pa., 16501, effective September 28, 1964.

Approval No. 160.049/64/0, group approval for rectangular and trapezoidal plastic foam buoyant cushions, U.S.C.G. Specification Subpart 160.049, sizes to be as per Table 160.049–4(c) (1), manufactured by the American Pad & Textile Co., 6230 Bienvenue Street, New Orleans, La., for Seaway, 6230 Bienvenue Street, New Orleans, La., 70117, effective November 5, 1964.

BUOYS, LIFE, RING, UNICELLULAR PLASTIC

Approval No. 160.050/12/3, 30-inch unicellular plastic ring life buoy, U.S.C.G. Specification Subpart 160.050 and American Pad & Textile Co., dwgs. No. 175–LA–3 revised December 26, 1963, or No. 175–LA–4 revised June 15, 1964, manufactured by the American Pad & Textile Co., 6230 Bienvenue Street, New Orleans, La., 70117, and Fairfield, Calif., effective December 11, 1964. (Buoy bodies are made by B. F. Goodrich Co., Sponge Products Division, Shelton, Conn.) (It supersedes Approval No. 160.050/12/3 dated July 22, 1964, to show change in address of manufacturer.)

Approval No. 160.050/13/3, 24-inch unicellular plastic ring life buoy, U.S.C.G. Specification Subpart 160.050 and American Pad & Textile Co., dwgs. No. 175–LA–3 revised December 26, 1963, or No. 175–LA–4 revised June 15, 1964, manufactured by the American Pad & Textile Co.,

6230 Bienvenue Street, New Orleans, La., 70117, and Fairfield, Calif., effective December 11, 1964. (Buoy bodies are made by B. F. Goodrich Co., Sponge Products Division.) (It supersedes Approval No. 160.050/13/3 dated July 22, 1964, to show change in address of manufacturer.)

Approval No. 160.050/14/3, 20-inch unicellular plastic ring life buoy, U.S.C.G. Specification Subpart 160.050 and American Pad & Textile Co., dwgs. No. 175–LA–3 revised December 26, 1963, or No. 175–LA–4 revised June 15, 1964, manufactured by the American Pad & Textile Co., 6230 Bienvenue Street, New Orleans, La., 70117, and Fairfield, Calif., effective December 11, 1964. (Buoy bodies are made by B. F. Goodrich Co., Sponge Products Division, Shelton, Conn.) (It supersedes Approval No. 160.050/14/3 dated July 22, 1964, to show change in address of manufacturer.)

INFLATABLE LIFE RAFTS

Approval No. 160.051/23/0, inflatable life raft, 25-person capacity, identified by general arrangement dwg. PE–E–1078, revision C dated August 25, 1964, and specifications, revision A dated August 25, 1964, manufactured by United States Rubber Co., Transportation Products Dept., 10 Eagle Street, Providence 1, R.I., effective October 12, 1964. (Satisfies requirements for inflatable life raft of 1960 International Convention for Safety of Life at Sea.)

Approval No. 160.051/28/0, inflatable life raft, 15-person capacity, identified by general arrangement dwg. PE–E–1047, revision H dated December 7, 1960, and specifications, revision G dated May 19, 1964, manufactured by United States Rubber Co., Transportation Products Dept., 10 Eagle Street, Providence 1, R.I., effective October 12, 1964. (Satisfies requirements for inflatable life raft of 1960 International Convention for Safety of Life at Sea.) (It supersedes Approval No. 160.051/28/0 issued under date of May 18, 1964, to show correction.)

Approval No. 160.051/29/0, inflatable life raft, 20-person capacity, identified by general arrangement dwg. PE–E–1078, revision C dated August 25, 1964, and specifications, revision A dated August 25, 1964, manufactured by United States Rubber Co., Transportation Products Dept., 10 Eagle Street, Providence 1, R.I., effective October 12, 1964. (Satisfies requirements for inflatable life raft of 1960 International Convention for Safety of Life at Sea.)

BUOYANT VESTS, UNICELLULAR PLASTIC FOAM, ADULT AND CHILD

NOTE: Approved for use on motorboats of Classes A, 1, or 2 not carrying passengers for hire.

Approval No. 160.052/50/0, Type II, Model JPB–2, adult unicellular plastic foam buoyant vest, assembly dwg. No. 59J633, dated July 23, 1959, manufactured by Gentex Corp., Carbondale, Pa., effective December 17, 1964. (It is an extension of Approval No. 160.052/50/0 dated December 17, 1959.)

Approval No. 160.052/168/0, Type II, Model PFA, adult cloth covered unicellular plastic foam buoyant vest, dwg. No. PF1101 (sheets 1 and 2), Rev. 1 dated June 24, 1963, manufactured by Elvin Salow Co., 273–285 Congress Street, Boston 10, Mass., effective October 28, 1964.

Approval No. 160.052/169/0, Type II, Model PFM, child medium cloth covered unicellular plastic foam buoyant vest, dwg. No. PF1101 (sheets 1 and 3), Rev. 1 dated June 24, 1963, manufactured by Elvin Salow Co., 273–285 Congress Street, Boston 10, Mass., effective October 28, 1964.

Approval No. 160.052/170/0, Type II, Model PFS, child small cloth covered unicellular plastic foam buoyant vest, dwg. No. PF1101 (sheets 1 and 4), Rev. 1 dated June 24, 1963, manufactured by Elvin Salow Co., 273–285 Congress Street, Boston 10, Mass., effective October 28, 1964.

Approval No. 160.052/292/0, Type II, Model AD, adult, vinyl-dipped unicellular plastic foam buoyant vest, Crawford dwg. No. 25 (Rev. 1) and Bill of Materials dated December 10, 1963, manufactured by Crawford Manufacturing Co., Inc., Third and Decatur Streets, Richmond 12, Va., for J. C. Penney Co., Inc., 330 West 34th Street, New York, N.Y., 10001, effective September 28, 1964.

Approval No. 160.052/293/0, Type II, Model MD, child medium, vinyl-dipped unicellular plastic foam buoyant vest, Crawford dwg. No. 24 (Rev. 1) and Bill of Materials dated December 10, 1963, manufactured by Crawford Manufacturing Co., Inc., Third and Decatur Streets, Richmond 12, Va., for J. C. Penney Co., Inc., 330 West 34th Street, New York, N.Y., 10001, effective September 28, 1964.

Approval No. 160.052/294/0, Type II, Model SD, child small, vinyl-dipped unicellular plastic buoyant vest, Crawford dwg. No. 23 (Rev. 1) and Bill of Materials dated December 10, 1963, manufactured by Crawford Manufacturing Co., Inc., Third and Decatur Streets, Richmond 12, Va., for J. C. Penney Co., Inc., 330 West 34th Street, New York, N.Y., 10001, effective September 28, 1964.

Approval No. 160.052/295/0, Type II, Model PVAII–3180, adult, vinyl-dipped unicellular plastic foam buoyant vest, Ero dwg. No. 1000 dated January 19, 1962, manufactured by Ero Manufacturing Co., Hazlehurst, Ga., for Sears, Roebuck & Co., 925 South Homan Avenue, Chicago, Ill., 60607, effective October 6, 1964.

Approval No. 160.052/296/0, Type II, Model PVCMII–3185, child, vinyl-dipped unicellular plastic foam buoyant vest, Ero dwg. No. 1001 dated January 19, 1962, manufactured by Ero Manufacturing Co., Hazlehurst, Ga., for Sears, Roebuck & Co., 925 South Homan Avenue, Chicago, Ill., 60607, effective October 6, 1964.

Approval No. 160.052/297/0, Type II, Model PVCSII–3190, child, vinyl-dipped unicellular plastic foam buoyant vest, Ero dwg. No. 1002 dated January 19, 1962, manufactured by Ero Manufacturing Co., Hazlehurst, Ga., for Sears, Roebuck & Co., 925 South Homan Avenue, Chicago, Ill., 60607, effective October 6, 1964.

WORK VESTS, UNICELLULAR PLASTIC FOAM

Approval No. 160.053/5/1, Model 21CG, unicellular plastic foam cloth covered work vest, dwg. No. 21CG, figures 1, 2, 3, and 4 dated October 27, 1964, and material specification and source list dated October 27, 1964, manufactured by Badgley Manufacturing Co., 1620 Northeast Argyle, Box 9687, Portland, Oreg., 97211, effective November 24, 1964. (It supersedes Approval No. 160.053/5/0 dated September 13, 1960, to show change in construction.)

LIFE PRESERVERS, UNICELLULAR PLASTIC FOAM, ADULT AND CHILD

Approval No. 160.055/8/0, Type II, Model No. 602–M–11, Mariner Junior, child, vinyl-dipped unicellular plastic foam life preserver, dwg. Nos. 64F1439 and 64D1437 dated October 7, 1964, and dwg. Nos. 64B1438, 64D1436, 64C1435, and 64C1434 dated September 29, 1964, and Bill of Materials dated October 19, 1964, manufactured by Gentex Corp., Carbondale, Pa., effective November 23, 1964.

Approval No. 160.055/14/1, Type II, Model PFF–A, adult cloth-covered unicellular plastic foam life preserver, dwg. No. 21965B (sheets 1 and 3) dated September 14, 1964, and dwg. No. 21965C dated December 16, 1964, manufactured by Atlantic-Pacific Manufacturing Corp., 124 Atlantic Avenue, Brooklyn 1, N.Y., effective December 30, 1964. (It supersedes Approval No. 160.055/14/0 dated October 19, 1964, to show alternate construction.)

Approval No. 160.055/15/1, Type II, Model PFF–C, child cloth-covered unicellular plastic foam life preserver, dwg. No. 21965B (sheets 2 and 3) dated September 14, 1964, and dwg. No. 21965C dated December 16, 1964, manufactured by Atlantic-Pacific Manufacturing Corp., 124 Atlantic Avenue, Brooklyn 1, N.Y., effective December 30, 1964. (It supersedes Approval No. 160.055/15/0 dated October 19, 1964, to show alternate construction.)

BUOYANT VESTS, UNICELLULAR POLYETHYLENE FOAM, ADULT AND CHILD

NOTE: Approved for use on motorboats of Classes A, 1, or 2 not carrying passengers for hire.

Approval No. 160.060/1/0, Type II, Model AE, adult cloth covered polyethylene foam buoyant vest, dwg. Nos. 26 and 29, Rev. 1 dated October 29, 1964, and Bill of Materials dated November 6, 1964, manufactured by Crawford Manufacturing Co., Inc., Third and Decatur Streets, Richmond 12, Va., effective November 25, 1964.

Approval No. 160.060/2/0, Type II, Model ME, child medium cloth covered polyethylene foam buoyant vest, dwg. Nos. 27 and 30, Rev. 1 dated October 29, 1964, and Bill of Materials dated November 6, 1964, manufactured by Crawford Manufacturing Co., Inc., Third and Decatur Streets, Richmond 12, Va., effective November 25, 1964.

Approval No. 160.060/3/0, Type II, Model SE, child small cloth covered polyethylene foam buoyant vest, dwg. Nos. 28 and 31, Rev. 1 dated October 29, 1964, and Bill of Materials dated November 6, 1964, manufactured by Crawford Manufacturing Co., Inc., Third and Decatur Streets, Richmond 12, Va., effective November 25, 1964.

Approval No. 160.060/4/0, Type II, Model AE, adult cloth covered polyethylene foam buoyant vest, Crawford Manufacturing Co., Inc., dwg. Nos. 26 and 29, Rev. 1 dated October 29, 1964, and Bill of Materials dated November 6, 1964, manufactured by Crawford Manufacturing Co., Inc., Third and Decatur Streets, Richmond 12, Va., for Montgomery Ward & Co., Inc., 619 West Chicago Avenue, Chicago 7, Ill., effective November 25, 1964.

Approval No. 160.060/5/0, Type II, Model ME, child medium cloth covered polyethylene foam buoyant vest, Crawford Manufacturing Co., Inc., dwg. Nos. 27 and 30, Rev. 1 dated October 29, 1964, and Bill of Materials dated November 6, 1964, manufactured by Crawford Manufacturing Co., Inc., Third and Decatur Streets, Richmond 12, Va., for Montgomery Ward & Co., Inc., 619 West Chicago Avenue, Chicago 7, Ill., effective November 25, 1964.

Approval No. 160.060/6/0, Type II, Model SE, child small cloth covered polyethylene foam buoyant vest, Crawford Manufacturing Co., Inc., dwg. Nos. 28 and 31, Rev. 1 dated October 29, 1964, and Bill of Materials dated November 6, 1964, manufactured by Crawford Manufacturing Co., Inc., Third and Decatur Streets, Richmond 12, Va., for Montgomery Ward & Co., Inc., 619 West Chicago Avenue, Chicago 7, Ill., effective November 25, 1964.

Approval No. 160.060/7/0, Type II, Model AE, adult cloth covered polyethylene foam buoyant vest, Crawford Manufacturing Co., Inc., dwg. Nos. 26 and 29, Rev. 1 dated October 29, 1964, and Bill of Materials dated November 6, 1964, manufactured by Crawford Manufacturing Co., Inc., Third and Decatur Streets, Richmond 12, Va., for J. C. Penney Co., Inc., 330 West 34th Street, New York, N.Y., 10001, effective November 25, 1964.

Approval No. 160.060/8/0, Type II, Model ME, child medium cloth covered polyethylene foam buoyant vest, Crawford Manufacturing Co., Inc., dwg. Nos. 27 and 30, Rev. 1 dated October 29, 1964, and Bill of Materials dated November 6, 1964, manufactured by Crawford Manufacturing Co., Inc., Third and Decatur Streets, Richmond 12, Va., for J. C. Penney Co., Inc., 330 West 34th Street, New York, N.Y., 10001, effective November 25, 1964.

Approval No. 160.060/9/0, Type II, Model SE, child small cloth covered polyethylene foam buoyant vest, Crawford Manufacturing Co., Inc., dwg. Nos. 28 and 31, Rev. 1 dated October 29, 1964, and Bill of Materials dated November 6, 1964, manufactured by Crawford Manufacturing Co., Inc., Third and Decatur Streets, Richmond 12, Va., for J. C. Penney Co., Inc., 330 West 34th Street, New York, N.Y., 10001, effective November 25, 1964.

LIGHTS (WATER): ELECTRIC, FLOATING, AUTOMATIC (WITH BRACKET FOR MOUNTING)

Approval No. 161.001/7/0, automatic floating electric water light (with bracket for mounting), dwg. No. S–1161–CG, Alt. D, manufactured by Soderberg Manufacturing Co., Inc., 628 South Palm Avenue, Alhambra, Calif., effective December 17, 1964. (It is an extension of Approval No. 161.001/7/0 dated December 17, 1959.)

FIRE PROTECTIVE SYSTEMS

Approval No. 161.002/4/3, audible and visual, supervised smoke detecting system, Model ESDS–1 (General Schematic Wiring Diagram No. 95474 or 94386, Change 3), up to 48 lines, consisting of 6 major components:

1. Control Unit-Smoke Detector Cabinet, dwg. No. 95455, 94320, or 93325.
2. Engineroom Alarm, dwg. No. 93865.
3. Wheelhouse Annunciator Panel, dwg. No. 9182E or 94280.
4. Twin Suction Blower, dwg. No. 94180.
5. 3" Air Direction Valve, dwg. No. 93825.
6. Main Circuit Breaker (CB–1), dwg. No. HH20.

manufactured by the Fyr-Fyter Co., Newark Branch Office, Post Office Box 2750, Newark, N.J., 07114, effective October 15, 1964. (Additional data contained in Commandant (MMT–1) letter of 12 April 1962, file JJ/161.002/4 with its enclosures.) (It supersedes Approval No. 161.002/4/3 dated September 25, 1964, to show correction.)

TELEPHONE SYSTEMS, SOUND-POWERED

Approval No. 161.005/5/4, sound-powered telephone station relay for operating with hand generator, locking, splashproof, dwg. No. 60–164–1, Alt. 2 dated 12–9–64, manufactured by Henschel Corp., Amesbury, Mass., effective December 28, 1964. (For connecting in parallel with hand generator bell on machinery space sound-powered telephone stations to operate separate powered audible signal.) (It supersedes Approval No. 161.005/5/3 dated August 29, 1960.)

Approval No. 161.005/13/1, sound-powered telephone station, selective ringing, common talking, 11 stations maximum, bulkhead mounting, splashproof, with separately mounted 6" hand generator bell, Type A, Model E, dwg. No. 3, Alt. 3, manufactured by Hose-McCann Telephone Co., Inc., 25th Street and Third Avenue, Brooklyn 32, N.Y., effective October 7, 1964. (It is an extension of Approval No. 161.005/13/1 dated October 7, 1959.)

Approval No. 161.005/38/2, sound-powered telephone station, desk type, with internal ringer, selective ringing, common talking, 2, 8, and 17 stations, dwg. No. 70–529–2, Alt. 0 dated October 10, 1964, manufactured by Henschel Corp., Amesbury, Mass., effective November 24, 1964. (For use in staterooms, offices, chart room, radio room, etc.) (It supersedes Approval No. 161.005/38/1 dated December 11, 1963.)

FLASHLIGHTS, ELECTRIC, HAND

Approval No. 161.008/13/0, No. N–36 watertight flashlight, Type I, size 2 (2-cell) identified by Part No. N–36 dated 8–5–64, manufactured by Fulton Manufacturing Corp., Wauseon, Ohio, effective August 25, 1964. (Each flashlight shall be plainly and permanently marked with the name of the manufacturer and above part number.)

Approval No. 161.008/14/0, No. N–35 explosion-proof flashlight, Type II, size 2 (2-cell) identified by Part No. N–35 dated 2–9–64, manufactured by Fulton Manufacturing Corp., Wauseon, Ohio, effective August 25, 1964. (Each flashlight shall be plainly and permanently marked with the name of the manufacturer and above part number.)

SAFETY VALVES (POWER BOILERS)

Approval No. 162.001/112/1, Series VM–510, carbon steel body pop safety valve, exposed spring, maximum pressure 1030 p.s.i., maximum temperature 650° F., dwg. No. A1049S, dated July 29, 1948, approved for sizes 1½", 2", 2½", 3", and 4", manufactured by J. E. Lonergan Co., Second and Race Streets, Philadelphia 6, Pa., effective October 6, 1964. (It is an extension of Approval No. 162.001/112/1 dated October 6, 1959.)

Approval No. 162.001/113/1, Series VM–520, carbon steel body pop safety valve, exposed spring, maximum pressure 730 p.s.i., maximum temperature 800° F., dwg. No. A1049S, dated July 29, 1948, approved for sizes 1½", 2", 2½", 3", and 4", manufactured by J. E. Lonergan Co., Second and Race Streets, Philadelphia 6, Pa., effective October 6, 1964. (It is an extension of Approval No. 162.001/113/1 dated October 6, 1959.)

Approval No. 162.001/132/1, Series VMX–410, carbon steel body duplex pop safety valve, exposed spring, maximum pressure 600 p.s.i., maximum temperature 650° F., dwg. No. F–145, dated December 10, 1946, approved for sizes 2", 2½", 3", and 4", manufactured by J. E. Lonergan Co., Second and Race Streets, Philadelphia 6, Pa., effective October 6, 1964. (It is an extension of Approval No. 162.001/132/1 dated October 6, 1959.)

Approval No. 162.001/133/1, Series VMX–510, carbon steel body duplex pop safety valve, exposed spring, maximum pressure 600 p.s.i., maximum temperature 650° F., dwg. No. F–145 dated December 10, 1946, approved for sizes 2" and 2½", manufactured by J. E. Lonergan Co., Second and Race Streets, Philadelphia 6, Pa., effective October 6, 1964. (It is an extension of Approval No. 162.001/133/1 dated October 6, 1959.)

Approval No. 162.001/135/0, Type 1551 bronze body pop safety valve, enclosed spring, maximum pressure 300 p.s.i., maximum temperature 450° F., dwg. No. T–6385–H, dated September 20, 1949, approved for 1½" and 2" inlet sizes, manufactured by Manning, Maxwell & Moore, Inc., Stratford, Conn., effective November 2, 1964. (It is an extension of Approval No. 162.001/135/0 dated November 3, 1959.)

Approval No. 162.001/136/1, Type 1553–HE, alloy steel body pop safety valve, exposed spring, maximum pressure 900 p.s.i., maximum temperature 1050° F., dwg. No. Code–1–1/2–1553–HE (15) x 9–M, revised September 1, 1954, approved for 1½" inlet size, manufactured by Manning, Maxwell & Moore, Inc., Stratford, Conn., effective December 8, 1964. (It is an extension of Approval No. 162.001/136/1 dated December 8, 1959.)

Approval No. 162.001/220/0, Type 1910Fc, consolidated safety valve, steel body, 300 p.s.i., 450° F., dwg. No. 1905F–1908F, Rev. July 1, 1957, approved for 1½", manufactured by Manning, Maxwell & Moore, Inc., 2415 East 13th Place,

Tulsa 4, Okla., effective December 17, 1964. (It is an extension of Approval No. 162.001/220/0 dated December 17, 1959.)

BOILERS (HEATING)

Approval No. 162.003/158/0, C–2800–L steel plate steam heating boiler, dwg. No. F–7716A, Alt. A, dated May 17, 1954, and dwg. No. G–7626 dated April 29, 1954, maximum design pressure 30 p.s.i., approval limited to bare boiler, manufactured by Cyclotherm, Division of National-U.S. Radiator Corp., Oswego, N.Y., effective October 6, 1964. (It is an extension of Approval No. 162.003/158/0 dated October 6, 1959.)

Approval No. 162.003/183/0, Way-Wolff heating boiler, size 5848–14E, maximum design steam pressure 30 p.s.i.; assembly and detail per Way-Wolff drawings H–435; H–435–2, Rev. A; H–435–4, Rev. A; H–435–5, Rev. A; H–435–5A, Rev. A; H–442, and calculation sheet for size 5848–14E; approval limited to bare boiler, manufactured by Way-Wolff Associates, Inc., 45–10 Vernon Boulevard, Long Island City 1, N.Y., effective August 14, 1964. (Approval limited to bare boiler.)

SAFETY VALVES (STEAM HEATING BOILERS)

Approval No. 162.012/1/1, Type 1551–M bronze body pop safety valve, for steam heating boilers and unfired steam generators, dwg. No. T–6385–J, dated September 20, 1949, approved for a maximum pressure of 30 p.s.i. in the following sizes and relieving capacities:

Size (inches):	*Capacity (pounds/hour) at 30 p.s.i.*
¾	331
1	555
1¼	796
1½	1,035
2	1,462

manufactured by Manning, Maxwell & Moore, Inc., Stratford, Conn., effective December 8, 1964. (It is an extension of Approval No. 160.012/1/1 dated December 8, 1959.)

RELIEF VALVES (HOT WATER HEATING BOILERS)

Approval No. 162.013/12/1, McDonnell No. 230¾" relief valve for hot water heating boiler, relieving capacity 303,000 B.t.u. per hour, at maximum set pressure of 30 p.s.i., dwg. No. 230 dated October 9, 1951, approved for ¾" inlet size, manufactured by McDonnell & Miller, Inc., 3500 North Spaulding Avenue, Chicago 18, Ill., effective October 6, 1964. (It is an extension of Approval No. 162.013/12/1 dated October 6, 1959.)

FLAME ARRESTERS, BACKFIRE (FOR CARBURETORS)

Approval No. 162.015/28/0, No. 3 Unimaze backfire flame arrester for carburetors, dwg. No. C17442, dated August 6, 1954, manufactured by Air-Maze Division, Rockwell-Standard Corp., 25000 Miles Road, Cleveland 28, Ohio, effective December 8, 1964. (It is an extension of Approval No. 162.015/28/0 dated December 8, 1959, and change of name of manufacturer.)

FLAME ARRESTERS FOR TANK VESSELS

Approval No. 162.016/31/1, Type "LT" flame arrester, open atmospheric pattern, semisteel body, copper or aluminum alloy arrester elements, dwg. No. TS–1, revised August 15, 1950, approved for sizes 6", 8", and 10", manufactured by the Staytite Co., 3606–12 Polk Avenue, Houston 3, Tex., effective October 6, 1964. (It is an extension of Approval No. 162.016/31/1 dated October 6, 1959.)

Approval No. 162.016/32/1, Type "OST" flame arrester, open atmospheric pattern, semi-steel body, copper or aluminum alloy arrester elements, dwg. No. TS–2, revised August 14, 1950, approved for sizes 3" and 4", manufactured by the Staytite Co., 3606–12 Polk Avenue, Houston 3, Tex., effective October 6, 1964. (It is an extension of Approval No. 162.016/32/1 dated October 6, 1959.)

VALVES, PRESSURE-VACUUM RELIEF AND SPILL

Approval No. 162.017/65/3, Figure No. 110, pressure-vacuum relief valve with lifting gear, atmospheric pattern, weight-loaded poppets, bronze Ni-Resist Type 2 (20-percent Nickel Cast Iron) and stainless steel Type 304, dwg. No. 110–C, Alt. 4 dated 12–22–58, approved for 3", 4", 5", and 6" sizes, manufactured by Mechanical Marine Co., Inc., 45–15 37th Street, Long Island City 1, N.Y., effective August 25, 1964. (It supersedes Approval No. 162.017/65/3 dated March 3, 1964, to show modification in description.)

Approval No. 162.017/66/4, Figure No. 120 pressure-only relief valve, atmospheric pattern, weight-loaded poppets, bronze, nickel cast iron or corrosion-resistant alloy steel body, dwg. No. 120–A, Alt. 4 dated February 13, 1961, approved for sizes 3", 4", 6", 8" and 10", manufactured by Mechanical Marine Co., Inc., 45–15 37th Street, Long Island City 1, N.Y., effective August 14, 1964. (It supersedes Approval No. 162.017/66/3 dated May 15, 1961, to show change in construction of item and address of manufacturer.)

Approval No. 162.017/98/0, Figure 160 (2 sheets) pressure relief valve, dwg. No. 160–A, Alt. 1 dated 27 December 1963, approved for 6" and 8" sizes, manufactured by Mechanical Marine Co., Inc., 45–15 37th Street, Long Island City 1, N.Y., effective August 25, 1964.

GAUGING DEVICES, LIQUID LEVEL, LIQUEFIED COMPRESSED GAS

Approval No. 162.019/17/0, "RegO" No. 2072 rotary type liquid level gauge for liquefied petroleum gas service, dwg. No. 2072, Rev. H, dated March 6, 1959, manufactured by the Bastian-Blessing Co., 4201 West Peterson Avenue, Chicago 16, Ill., effective December 17, 1964. (It is an extension of Approval No. 162.019/17/0 dated December 17, 1959.)

Approval No. 162.019/18/0, "RegO" No. A8072 rotary type liquid level gauge for anhydrous ammonia service, dwg. No. A8072, dated April 16, 1958, manufactured by the Bastian-Blessing Co., 4201 West Peterson Avenue, Chicago 46, Ill., effective December 17, 1964. (It is an extension of Approval No. 162.019/18/0 dated December 17, 1959.)

Approval No. 162.019/19/0, "RegO" No. A8092C rotary type liquid level gauge for anhydrous ammonia service, dwg. No. A8092C, Rev. B, dated April 24, 1956, manufactured by the Bastian-Blessing Co., 4201 West Peterson Avenue, Chicago 46, Ill., effective December 17, 1964. (It is an extension of Approval No. 162.019/19/0 dated December 17, 1959.)

Approval No. 162.019/20/0, "RegO" No. A8092CL rotary type liquid level gauge for liquefied petroleum gas service, dwg. No. A8092CL, Rev. A, dated April 24, 1956, manufactured by the Bastian-Blessing Co., 4201 West Peterson Avenue, Chicago 46, Ill., effective December 17, 1964. (It is an extension of Approval No. 162.019/20/0 dated December 17, 1959.)

Approval No. 162.019/21/0, "RegO" No. A8092CXL rotary type liquid level gauge for liquefied petroleum gas service, dwg. No. A8092CXL, Rev. A, dated April 24, 1956, manufactured by the Bastian-Blessing Co., 4201 West Peterson Avenue, Chicago 46, Ill., effective December 17, 1964. (It is an extension of Approval No. 162.019/21/0 dated December 17, 1959.)

Approval No. 162.019/22/0, "RegO" No. 3165F fixed tube liquid level gauge for liquefied petroleum gas service, dwg. No. 3165 Series dated October 4, 1960, manufactured by the Bastian-Blessing Co., 4201 West Peterson Avenue, Chicago 46, Ill., effective December 15, 1964. (It supersedes Approval No. 162.019/22/0 dated December 17, 1959, to show change in drawing number.)

Approval No. 162.019/23/0, "RegO" No. 3165FP fixed tube liquid level gauge for liquefied petroleum gas service, dwg. No. 3165 Series dated October 4, 1960, manufactured by the Bastian-Blessing Co., 4201 West Peterson Avenue, Chicago 46, Ill., effective December 15, 1964. (It supersedes Approval No. 162.019/23/0 dated December 17, 1959, to show change in drawing number.)

Approval No. 162.019/28/0, "RegO" No. TA8148E liquefied petroleum gas and anhydrous ammonia slip tube liquid level gauge, dwg. No. TA8148E dated March 22, 1960, manufactured by the Bastian-Blessing Co., 4201 West Peterson Avenue, Chicago, Ill., 60646, effective September 28, 1964.

Approval No. 162.019/29/0, "RegO" No. 8148 liquefied petroleum gas slip tube liquid level gauge, dwg. No. 8148 dated March 25, 1960, manufactured by the Bastian-Blessing Co., 4201 West Peterson Avenue, Chicago, Ill., 60646, effective September 28, 1964.

Approval No. 162.019/30/0, "RegO" No. 8148E liquefied petroleum gas slip tube liquid level gauge, dwg. No. 8148E dated March 24, 1960, manufactured by the Bastian-Blessing Co., 4201 West Peterson Avenue, Chicago, Ill., 60646, effective September 28, 1964.

Approval No. 162.019/31/0, "RegO" No. TA8148 liquefied petroleum gas and anhydrous ammonia slip tube liquid level gauging device, dwg. No. TA8148 dated March 22, 1960, manufactured by the Bastian-Blessing Co., 4201 West Peterson Avenue, Chicago, Ill., 60646, effective September 28, 1964.

Approval No. 162.019/32/0, "RegO" No. TA3169F fixed tube liquid level gauge for liquefied petroleum gas and anhydrous ammonia service, dwg. No. TA3169F Series, dated September 30, 1960, manufactured by the Bastian-Blessing Co., 4201 West Peterson Ave-

nue, Chicago 46, Ill., effective December 16, 1964.

Approval No. 162.019/33/0, "RegO" No. TA3169FP fixed tube liquid level gauge for liquefied petroleum gas and anhydrous ammonias service, dwg. No. TA3169F Series, dated September 30, 1960, manufactured by the Bastian-Blessing Co., 4201 West Peterson Avenue, Chicago 46, Ill., effective December 16, 1964.

DECK COVERINGS

Approval No. 164.006/51/0, "Fact-O-Crete" magnesite type deck covering, identical to that described in E. H. O'Neill Floors Co., letter dated August 13, 1964, approved for use without other insulating material as meeting Class A-60 requirements in a 1½-inch thickness, manufactured by E. H. O'Neill Floors Co., 2525 South 50th Avenue, Cicero 50, Ill., effective December 10, 1964.

BULKHEAD PANELS

Approval No. 164.008/46/0, "UNARCO-BOARD 33" bulkhead panel identical to that described in National Bureau of Standards Test Report No. TG10230-25: FR3639 dated August 13, 1964; approved as meeting Class B-15 requirements in a ¾-inch thickness, 33 pounds per cubic foot density, manufactured by UNARCO Industries, Inc., Chembest Division, 1111 West Perry Street, Bloomington, Ill., 61702, effective August 27, 1964.

INCOMBUSTIBLE MATERIALS

Approval No. 164.009/16/1, "No. 100 Ultralite MC Insulation," glass wool insulation type incombustible material identical to that described in National Bureau of Standards Test Report No. TG3610-1519: FP 2622 dated May 19, 1948, approved in a 1-pound-per-cubic-foot density, manufactured by Gustin-Bacon Manufacturing Co., 210 West 10th Street, Kansas City 5, Mo., effective October 7, 1964. (It is an extension of Approval No. 164.009/16/1 dated October 7, 1959.)

Approval No. 164.009/25/0, "J-M Six-Pound Reinforced Asbestos Paper", asbestos paper type incombustible material identical to that described in National Bureau of Standards Test Report No. TG10210-1643: FP2833, dated October 13, 1949, approved in a weight of 6 pounds per 100 square feet, manufactured by Johns-Manville Sales Corp., 22 East 40th Street, New York 16, N.Y., effective November 13, 1964. (It is an extension of Approval No. 164.009/25/0 dated November 19, 1959.)

PART II—TERMINATIONS OF APPROVAL OF EQUIPMENT, INSTALLATIONS, OR MATERIALS

LIFEBOATS

Termination of Approval No. 160.035/294/1, 24.0' x 7.63' x 3.21' aluminum, motor-propelled lifeboat, without radio cabin (Class B), 33-person capacity, identified by construction and arrangement drawing No. 24-4D, Alteration A dated November 8, 1957, manufactured by Marine Safety Equipment Corp., Foot of Paynter's Road, Farmingdale, N.J., effective December 17, 1964. (Expiration and termination of Approval No. 160.035/294/1 dated December 17, 1959.)

Termination of Approval No. 160.035/393/0, 28.0' x 9.0 x 4.0' aluminum, hand-propelled lifeboat, 60-person capacity, identified by construction and arrangement dwg. No. 80216, Rev. B, dated September 16, 1959, manufactured by Welin Davit & Boat Division, Continental Copper & Steel Industries, Inc., Perth Amboy, N.J., effective December 17, 1964. (Expiration and termination of Approval No. 160.035/393/0 dated December 17, 1959.)

Termination of Approval No. 160.035/400/0, 28.0' x 9.0' x 4.0' aluminum, motor-propelled lifeboat, with radio cabin (Class A), 50-person capacity, identified by construction and arrangement drawing No. 80251, Rev. A, dated September 10, 1959, manufactured by Welin Davit & Boat Division, Continental Copper & Steel Industries, Inc., Perth Amboy, N.J., effective December 17, 1964. (Expiration and termination of Approval No. 160.035/400/0 dated December 17, 1959.)

BUOYANT VESTS, KAPOK OR FIBROUS GLASS, ADULT AND CHILD

NOTE: Approved for use on motorboats of Classes A, 1, or 2 not carrying passengers for hire.

Termination of Approval No. 160.047/478/0, Type I, Model AK-1, adult kapok buoyant vest, U.S.C.G. Specification Subpart 160.047/478/0, manufactured by H. S. White Manufacturing Co., New Prague, Minn., effective December 10, 1964. (Termination of Approval No. 160.047/478/0 dated December 20, 1960, because item is no longer manufactured.)

Termination of Approval No. 160.047/479/0, Type I, Model CKM-1, child kapok buoyant vest, U.S.C.G. Specification Subpart 160.047, manufactured by H. S. White Manufacturing Co., New Prague, Minn., effective December 10, 1964. (Termination of Approval No. 160.047/479/0 dated December 20, 1960, because item is no longer manufactured.)

Termination of Approval No. 160.047/480/0, Type I, Model CKS-1, child kapok buoyant vest, U.S.C.G. Specification Subpart 160.047, manufactured by H. S. White Manufacturing Co., New Prague, Minn., effective December 10, 1964. (Termination of Approval No. 160.047/480/0 dated December 20, 1960, because item is lo longer manufactured.)

BUOYANT CUSHIONS, KAPOK OR FIBROUS GLASS

NOTE: Approved for use on motorboats of Classes A, 1, or 2 not carrying passengers for hire.

Termination of Approval No. 160.048/30/0, special approval for 15'' x 15'' x 2'' rectangular kapok buoyant cushion, 20-oz. kapok, U.S.C.G. Specification Subpart 160.048, manufactured by H. S. White Manufacturing Co, Inc, New Prague, Minn, effective December 10, 1964. (Termination of Approval No. 160.048/30/0 dated January 6, 1961, because item is no longer manufactured.)

Termination of Approval No. 160.048/31/0, special approval for 13'' x 18'' x 2'' rectangular ribbed-type kapok buoyant cushions, 21-oz. kapok, dwg. No. 101-J, manufactured by H. S. White Manufacturing Co., Inc., New Prague, Minn., effective December 10, 1964. (Termination of Approval No. 160.048/31/0 dated January 31, 1961, because item is no longer manufactured.)

Termination of Approval No. 160.048/130/0, group approval for rectangular and trapezoidal kapok buoyant cushions, U.S.C.G. Specification Subpart 160.048, sizes and weights of kapok filling to be as per Table 160.048-4(c)(1)(i), manufactured by Rocklyn Manufacturing Co., 10221 Mabelvale Road, Little Rock, Ark., effective December 10, 1964. (Termination of Approval No. 160.048/130/0 dated October 22, 1963, because item is no longer manufactured.)

Termination of Approval No. 160.048/142/1, group approval for rectangular and trapezoidal kapok buoyant cushions, U.S.C.G. Specification Subpart 160.048, sizes and weights of kapok filling to be as per Table 160.048-4(c)(1)(i), manufactured by Henry Manufacturing Co., 1310 Marquette Avenue, Minneapolis 3, Minn., effective December 10, 1964. (Termination of Approval No. 160.048/142/1 dated March 6, 1964, because item is no longer manufactured.)

GAUGING DEVICES, LIQUID LEVEL, LIQUEFIED COMPRESSED GAS

Termination of Approval No. 162.019/1/2, "RegO" No. 2148R liquefied petroleum gas slip tube liquid level gauge, dwg. No. 2148R, revision C dated December 30, 1955, manufactured by the Bastian-Blessing Co., 4201 West Peterson Avenue, Chicago 46, Ill., effective October 8, 1964. (Termination of Approval No. 162.019/1/2, dated April 22, 1964, because item is no longer manufactured.)

Termination of Approval No. 162.019/4/1, "RegO" No. 2148RD liquefied petroleum gas slip tube liquid level guage, dwg. No. 2148RD, revision B dated December 30, 1955, manufactured by the Bastian-Blessing Co., 4201 West Peterson Avenue, Chicago 46, Ill., effective October 8, 1964. (Termination of Approval No. 162.019/4/1, dated April 22, 1964, because item is no longer manufactured.)

Termination of Approval No. 162.019/5/1, "RegO" No. 2148RPD liquefied petroleum gas slip tube liquid level gauge, dwg. No. 2148RPD, revision B dated December 30, 1955, manufactured by the Bastian-Blessing Co., 4201 West Peterson Avenue, Chicago 46, Ill., effective October 8, 1964. (Termination of Approval No. 162.019/5/1, dated April 22, 1964, because item is no longer manufactured.)

Termination of Approval No. 162.019/12/0, "RegO" No. 2148RP liquefied petroleum gas slip tube and fixed tube liquid level gauge, dwg. No. 2148RP, revision B dated December 30, 1955, manufactured by the Bastian-Blessing Co., 4201 West Peterson Avenue, Chicago 46, Ill., effective October 8, 1964. (Termination of Approval No. 162.019/12/0 dated April 22, 1964, because item is no longer manufactured.)

Termination of Approval No. 162.019/13/0, "RegO" No. A2148R slip tube liquid level gauge for liquefied petroleum gas and anhydrous ammonia service, dwg. No. A2148R, dated August 27, 1957, manufactured by the Bastian-Blessing Co., 4201 West Peterson Avenue, Chicago 46, Ill., effective December 17, 1964. (Expiration and termination of Approval No. 162.019/13/0 dated December 17, 1959.)

Termination of Approval No. 162.019/14/0, "RegO" No. A2148RD slip tube liquid level gauge for liquefied petroleum gas and anhydrous ammonia service, dwg. No. A2148RD, Rev. A, dated August 12, 1958, manufactured by the Bastian-Blessing Co., 4201 West Peterson Avenue, Chicago 46, Ill., effective December 17, 1964. (Expiration and termination of Approval No. 162.019/14/0 dated December 17, 1959.)

Termination of Approval No. 162.019/15/0, "RegO" No. A2148RP slip tube liquid level gauge for liquefied petroleum gas and anhydrous ammonia service, dwg. No. A2148RP, dated January 20, 1958, manufactured by the Bastian-Blessing Co., 4201 West Peterson Avenue, Chicago 46, Ill., effective December 17, 1964. (Expiration and termination of Approval No. 162.019/15/0 dated December 17, 1959.)

Termination of Approval No. 162.019/16/0, "RegO" No. A2148RPD slip tube liquid level gauge for liquefied petroleum gas and anhydrous ammonia service, dwg. No. A2148RPD, dated April 23, 1956, manufactured by the Bastian-Blessing Co., 4201 West Peterson Avenue, Chicago 46, Ill., effective December 17, 1964. (Expiration and termination of Approval No. 162.019/16/0, dated December 17, 1959.)

Termination of Approval No. 162.019/24/0, "RegO" No. A3165F fixed tube liquid level gauge for liquefied petroleum gas and anhydrous ammonia service, dwg. No. A3165F, Rev. G, dated January 26, 1959, manufactured by the Bastian-Blessing Co., 4201 West Peterson Avenue, Chicago 46, Ill., effective December 17, 1964. (Expiration and termination of Approval No. 162.019/24/0 dated December 17, 1959.)

Termination of Approval No. 162.019/25/0, "RegO" No. A3165F fixed tube liquid level gauge for liquefied petroleum gas and anhydrous ammonia service, dwg. No. A3165FP, Rev. A, dated January 26, 1959, manufactured by the Bastian-Blessing Co., 4201 West Peterson Avenue, Chicago 46, Ill., effective December 17, 1964. (Expiration and termination of Approval No. 162.019/25/0 dated December 17, 1959.)

INCOMBUSTIBLE MATERIALS

Termination of Approval No. 164.009/58/0, "Hard Top," asbestos cement board type incombustible material identical to that described in National Bureau of Standards Test Report No. TG10210–2044 : FP3533 dated September 10, 1959, approved in a density of 141 pounds per cubic foot, manufactured by Dansk Eternit–Fabrik A/S, Aalborg, Denmark, effective December 17, 1964. (Expiration and termination of Approval No. 164.009/58/0 dated December 17, 1959.)

Dated: March 19, 1965.

[SEAL] E. J. ROLAND,
Admiral, U.S. Coast Guard,
Commandant.

[F.R. Doc. 65–3091; Filed, Mar. 25, 1965; 8:46 a.m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

ADMINISTRATIVE ASSISTANT, TILLAMOOK, OREG., JOB CORPS CONSERVATION CENTER

Delegation of Authority Regarding Contracts and Leases

Bureau Order No. 698, as amended, delegates to the Directors, Job Corps Conservation Centers the authority to issue orders for equipment, supplies and services, within certain limitations. Section 2 of the cited Bureau Order further authorizes the Directors, Job Corps Conservation Centers to redelegate these authorities to designated qualified employees. The authorities of the Director, Job Corps Conservation Center at Tillamook, Oreg., are hereby redelegated to the Administrative Assistant in the Tillamook, Oreg., Job Corps Conservation Center.

The above delegation shall become effective upon publication in the FEDERAL REGISTER.

JOHN J. SCALISE,
Center Director.

[F.R. Doc. 65–3093; Filed, Mar. 25, 1965; 8:46 a.m.]

DEPARTMENT OF COMMERCE

Maritime Administration

DELTA STEAMSHIP LINES, INC.

Notice of Application

Notice is hereby given that Delta Steamship Lines, Inc., has filed application dated March 10, 1965, for written permission under section 805(a) of the Merchant Marine Act, 1936, as amended, to permit its owned combination passenger-cargo vessels, the "SSs Del Mar, Del Sud and Del Norte," operating on Trade Route No. 20, to carry passengers only between United States Gulf of Mexico ports and San Juan, P.R.

Interested parties may inspect this application in the Office of Government Aid, Maritime Administration, Room 4077, GAO Building, 441 G Street NW., Washington, D.C.

Any person, firm or corporation having any interest (within the meaning of section 805(a)) in such application and desiring to be heard on issues pertinent to section 805(a) must, before the close of business on April 9, 1965, notify the Secretary, Maritime Subsidy Board/Maritime Administration in writing, in triplicate, and file petition for leave to intervene which shall state clearly and concisely the grounds of interest, and the alleged facts relied on for relief. Notwithstanding anything in section 201.78 of the rules of practice and procedure, Maritime Subsidy Board/Maritime Administration (46 CFR 201.78) petitions for leave to intervene received after the close of business April 9, 1965, will not be granted in this proceeding.

In the event a hearing is ordered to be held on the application under section 805 (a) the purpose thereof will be to receive evidence relative to whether the proposed operation (a) could result in unfair competition to any person, firm, or corporation operating exclusively in the coastwise or intercoastal service or (b) would be prejudicial to the objects and policy of the Act.

If no petitions for leave to intervene are received within the specified time or if the Maritime Subsidy Board/Maritime Administration determines that petitions so filed do not demonstrate sufficient interest to warrant a hearing, the Maritime Subsidy Board/Maritime Administration will take such action as may be deemed appropriate.

Dated: March 23, 1965.

By Order of the Maritime Subsidy Board/Maritime Administration.

JAMES S. DAWSON, Jr.,
Secretary.

[F.R. Doc. 65–3126; Filed, Mar. 25, 1965; 8:48 a.m.]

Office of the Secretary

RICHMOND LEWIS

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b) (6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests as reported in the FEDERAL REGISTER during the past six months:

A. Deletions:
Admiral Plastic Corp.
Royal McBee Corp.
B. Additions: None.

This statement is made as of February 27, 1965.

RICHMOND LEWIS.

MARCH 10, 1965.

[F.R. Doc. 65–3100; Filed, Mar. 25, 1965; 8:47 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Office of Education

CONSTRUCTION OF NONCOMMERCIAL EDUCATIONAL TELEVISION BROADCAST FACILITIES

Acceptance for Filing Applications for Federal Financial Assistance

Notice is hereby given that effective with this publication the following described applications, for Federal financial assistance in the construction of noncommercial educational television broadcast facilities are accepted for filing in accordance with 45 CFR 60.7:

San Joaquin Valley Community Television Association, Inc., 5132 North Palm, Fresno, Calif., File No. 96, for the establishment of a new noncommercial educational television station on channel 18, Fresno, Calif.

The Board of Trustees of Southern Illinois University, Southern Illinois University, Carbondale, Ill., File No. 97, for the establishment of a new noncommercial educational television station on channel 16, Olney, Ill.

Twin City Area Educational Television Corp., 1640 Como Avenue, St. Paul, Minn., File No. 98, for the establishment of a new noncommercial educational television station on channel 10, Appleton, Minn.

Any interested person may, pursuant to 45 CFR 60.8, within 30 calendar days from the date of this publication, file comments regarding the above applications with the Director, Educational Television Facilities Program, U.S. Office of Education, Washington, D.C., 20203.

(76 Stat. 64, 47 U.S.C. 390)

RAYMOND J. STANLEY,
Director, Educational Television Facilities Program, Office of Education.

[F.R. Doc. 65-3097; Filed, Mar. 25, 1965; 8:47 a.m.]

ATOMIC ENERGY COMMISSION

STATE OF OREGON

Proposed Agreement for Assumption of Certain AEC Regulatory Authority

Notice is hereby given that the U.S. Atomic Energy Commission is publishing for public comment, prior to action thereon, a proposed agreement received from the Governor of the State of Oregon for the assumption of certain of the Commission's regulatory authority pursuant to section 274 of the Atomic Energy Act of 1954, as amended.

A resume, prepared by the State of Oregon and summarizing the State's proposed program, was also submitted to the Commission and is set forth below. Attachments referenced below are included in the complete text of the program. A copy of the program, including proposed Oregon regulations, is available for public inspection in the Commission's Public Document Room, 1717 H Street NW., Washington, D.C., or may be obtained by writing to the Director, Division of State and Licensee Relations, U.S. Atomic Energy Commission, Washington, D.C., 20545. All interested persons desiring to submit comments and suggestions for the consideration of the Commission in connection with the proposed agreement should send them, in triplicate, to the Secretary, U.S. Atomic Energy Commission, Washington, D.C., 20545, within 30 days after initial publication in the FEDERAL REGISTER.

Exemptions from the Commission's regulatory authority which would implement this proposed agreement, as well as other agreements which may be entered into under section 274 of the Atomic Energy Act, as amended, were published as Part 150 of the Commission's regulations in the FEDERAL REGISTER of February 14, 1962; 27 F.R. 1351. In reviewing this proposed agreement, interested persons should also consider the aforementioned exemptions.

Dated at Germantown, Md., this 23d day of March 1965.

For the Atomic Energy Commission.

W. B. MCCOOL,
Secretary.

PROPOSED AGREEMENT BETWEEN THE UNITED STATES ATOMIC ENERGY COMMISSION AND THE STATE OF OREGON FOR DISCONTINUANCE OF CERTAIN COMMISSION REGULATORY AUTHORITY AND RESPONSIBILITY WITHIN THE STATE PURSUANT TO SECTION 274 OF THE ATOMIC ENERGY ACT OF 1954, AS AMENDED

Whereas, the United States Atomic Energy Commission (hereinafter referred to as the Commission) is authorized under section 274 of the Atomic Energy Act of 1954, as amended (hereinafter referred to as the Act) to enter into agreements with the Governor of any State providing for discontinuance of the regulatory authority of the Commission within the State under Chapters 6, 7, and 8 and section 161 of the Act with respect to byproduct materials, source materials, and special nuclear materials in quantities not sufficient to form a critical mass; and

Whereas, the Governor of the State of Oregon is authorized under Oregon Revised Statutes (ORS 453.605 to 453.745) to enter into this Agreement with the Commission; and

Whereas, the Governor of the State of Oregon certified on March 2, 1965, that the State of Oregon (hereinafter referred to as the State) has a program for the control of radiation hazards adequate to protect the public health and safety with respect to the materials within the State covered by this Agreement, and that the State desires to assume regulatory responsibility for such materials; and

Whereas, the Commission found on ---------- that the program of the State for the regulation of the materials covered by this Agreement is compatible with the Commission's program for the regulation of such materials and is adequate to protect the public health and safety; and

Whereas, the State and the Commission recognize the desirability and importance of cooperation between the Commission and the State in the formulation of standards for protection against hazards of radiation and in assuring that State and Commission programs for protection against hazards of radiation will be coordinated and compatible; and

Whereas, the Commission and the State recognize the desirability of reciprocal recognition of licenses and exemption from licensing of those materials subject to this Agreement; and

Whereas, this Agreement is entered into pursuant to the provisions of the Atomic Energy Act of 1954, as amended;

Now, therefore, it is hereby agreed between the Commission and the Governor of the State, acting in behalf of the State, as follows:

ARTICLE I

Subject to the exceptions provided in Articles II, III, and IV, the Commission shall discontinue, as of the effective date of this Agreement, the regulatory authority of the Commission in the State under Chapters 6, 7, and 8, and section 161 of the Act with respect to the following materials:

A. Byproduct materials;

B. Source materials; and

C. Special nuclear materials in quantities not sufficient to form a critical mass.

ARTICLE II

This Agreement does not provide for discontinuance of any authority and the Commission shall retain authority and responsibility with respect to regulation of:

A. The construction and operation of any production or utilization facility;

B. The export from or import into the United States of byproduct, source, or special nuclear material, or of any production or utilization facility;

C. The disposal into the ocean or sea of byproduct, source, or special nuclear waste materials as defined in regulations or orders of the Commission;

D. The disposal of such other byproduct, source, or special nuclear material as the Commission from time to time determines by regulation or order should, because of the hazards or potential hazards thereof, not be so disposed of without a license from the Commission.

ARTICLE III

Notwithstanding this Agreement, the Commission may from time to time by rule, regulation, or order, require that the manufacturer, processor, or producer of any equipment, device, commodity, or other product containing source, byproduct, or special nuclear material shall not transfer possession or control of such product except pursuant to a license or an exemption from licensing issued by the Commission.

ARTICLE IV

This Agreement shall not affect the authority of the Commission under subsection 161 b. or i. of the Act to issue rules, regulations, or orders to protect the common defense and security, to protect restricted data or to guard against the loss or diversion of special nuclear material.

ARTICLE V

The Commission will use its best efforts to cooperate with the State and other agreement states in the formulation of standards and regulatory programs of the State and the Commission for protection against hazards of radiation and to assure that State and Commission programs for protection against hazards of radiation will be coordinated and compatible. The State will use its best efforts to cooperate with the Commission and other agreement states in the formulation of standards and regulatory programs of the State and the Commission for protection against hazards of radiation and to assure that the State's program will continue to be compatible with the program of the Commission for the regulation of like materials. The State and the Commission will use their best efforts to keep each other informed of proposed changes in their respective rules and regulations and licensing, inspection and enforcement policies and criteria, and to obtain the comments and assistance of the other party thereon.

ARTICLE VI

The Commission and the State agree that it is desirable to provide for reciprocal recognition of licenses for the materials listed in Article I licensed by the other party or by any agreement state. Accordingly, the Commission and the State agree to use their best efforts to develop appropriate rules, regulations, and procedures by which such reciprocity will be accorded.

ARTICLE VII

The Commission, upon its own initiative after reasonable notice and opportunity for hearing to the State, or upon request of the Governor of the State, may terminate or suspend this Agreement and reassert the licensing and regulatory authority vested in it under the Act if the Commission finds that such termination or suspension is required to protect the public health and safety.

ARTICLE VIII

This Agreement shall become effective on July 1, 1965, and shall remain in effect unless, and until such time as it is terminated pursuant to Article VII.

POLICIES AND PROCEDURES FOR THE REGULATORY PROGRAM

Foreword. In 1961 the Oregon State Legislature enacted a Radiation Control Law which authorizes the Governor to enter into an agreement with the U.S. Atomic Energy Commission for the purpose of taking over from the Commission the regulatory functions for the use of byproduct material, source material and special nuclear material in quantities not sufficient to form a critical mass. The law also announces the policy of the State of Oregon to institute and maintain a regulatory program for all radiation sources in a manner which assures compatibility with the standards and regulatory programs of the Federal Government and those of other States. A primary purpose and guideline is to conduct a state program such as will permit development and utilization of radiation sources for peaceful purposes consistent with public health and safety. The State Board of Health is designated by the law as the responsible agency for the institution and maintenance of this program. The Board is assisted in this purpose by an eight-man statutory Advisory Committee on radiological health and radiation protection.

In the following pages, an explanation will be provided outlining the chronology of the development of the present system of radiation protection in Oregon, and presenting the plans and policies which are being followed and will be further expanded so that the benefits of radiation usage within the State will be available to the individual citizen, while at the same time the necessary protective procedures will be observed.

History. Pursuant to its broad authority to provide public health standards, the Oregon State Board of Health in 1948 promulgated, for purposes of occupational exposure, the limit of 0.5 roentgens of whole body radiation per week and later reduced this limit to 0.3 rems per week. In 1949, a survey was made of polonium static-eliminating devices and of industrial radiography sources using cobalt-60 as well as x-rays.

In 1953, the Atomic Energy Commission began notifying the Board of Health of all isotope shipments into the State. At the invitation of the Commission, staff members of the Board have since that time accompanied Atomic Energy Commission inspectors during nearly all inspections and visits to licensed users.

In 1958, a special regulation of the Board of Health outlawed the use of shoe-fitting fluoroscopes within the State. A survey of these fluoroscopes had been made in 1950, at which time over 80 percent of the units were found to be defective. This had led to the promulgation of safety standards for their use, which were issued in 1951. When these devices were prohibited in 1958, there was good cooperation on the part of the shoe merchants, so that this source of needless radiation exposure was promptly eliminated.

A program of air monitoring in cooperation with the U.S. Public Health Service community air surveillance program was instituted in 1953 when samples of air began to be collected and analyzed for radioactivity by the Board's Division of Sanitation and Engineering. This work has been continued to the present time as a part of the national Radiation Surveillance Network operation of the Public Health Service. In addition, the Division of Sanitation and Engineering has conducted surveys of radioactivity in air and water supplies throughout the State, and in the past three years, has participated in the Columbia River Study Project of the U.S. Public Health Service which involves sampling of water, silt, plants, and marine life of the tributaries of the Columbia River and even southward along the Oregon coast.

Prior to March 1962, the Portland milk supply was monitored by the network of the milk surveillance program of the Public Health Service. At that time, Oregon's own milk surveillance network was organized by the State Board of Health in cooperation with the State Department of Agriculture and Oregon State University. The State program does not replace, but supplements, the U.S. Public Health Service program of sampling the milk sheds throughout the State with provisions for weekly sampling at locations which show substantially increased radioactivity levels. The milk surveillance program in Oregon has been favorably commented upon by many of its citizens.

The first radiological health protective law was enacted in this State in January 1957, following a two-year period of planning, study and preparation by the staff of the State Board of Health, with the advice of professional societies and representatives of commerce and industry. After the enactment of this law, upon the recommendation of the State Medical Society, a further two-year study was undertaken. With the help of assigned personnel of the Public Health Service and additional personnel provided to the Occupational Health Section, field surveys were planned, developed and carried out by which checks were made of radiation equipment used by hospitals, physicians, dentists, and others. This survey was completed in 1959.

In 1961, 1,050 dental x-ray units were formally registered. By the end of that year, physical inspection of over 450 dental machines in the Portland area was completed. Survey of the balance of the State continued through 1962, and was considered completed by March 1963. The tally of dental offices seen was in excess of 900. Dental x-ray beam limiting devices and aluminum filters were given, and often installed, free of charge. Oral reports and written recommendations were presented to the owners of each machine surveyed. Upon examining the results of these surveys, it was found that the major radiation hazard was an occupational one: the needless exposure of the personnel involved. Patient exposure was far less serious, due, in the main, to the small area of the body being exposed to the primary beam.

In May 1963, a traveling seminar on radiation protection and radiographic technique was prepared for the dental profession. With the help of speakers and educational materials from the U.S. Public Health Service, this program was presented before eight local dental societies during a three-week period.

Early 1963 also saw the registration of the veterinarian users of x-ray and their subsequent survey. The results of these inspections similarly pointed to the main hazard as needless exposure of the worker. It is believed that veterinarians pose one of the more serious problems of occupational exposure to radiation in the healing arts professions, owing to various factors, such as improperly installed machines and the very nature of the techniques of working with animals.

The registration of physician users of x-ray was accomplished in mid-1963 when approximately 800 medical machines were registered. The diagnostic and therapeutic x-ray machines of this profession have proved to be difficult to evaluate. Nevertheless, after fourteen months of active work, the installations of 400 private offices and 39 hospitals have been surveyed. Preliminary tabulation of results obtained from surveys made on approximately half of the medical users indicates the major problem to be that of needless exposure of the patient. This appeared to be the case in over 40 percent of the surveys. Protection of the medical x-ray operator was found to be satisfactory.

In addition, surveys have been made of the x-ray installations of chiropractors, podiatrists, and some industrial users. Radium users have received some attention with eleven hospital sources and four private physician-owned sources surveyed. Joint inspection of AEC licensees has been another activity of this program. In almost all instances since 1953, a representative of this agency has accompanied each AEC inspector when visiting licensees in this State.

The radiological health interests of the Oregon State Board of Health have, for many years, been closely coordinated with those of other State agencies, including the State Departments of Agriculture, Aeronautics, Education, and Labor; the State Industrial Accident Commission; the State Police; Fire Marshal's Office, and the Port Authorities. Good working relationships have been established with the U.S. Public Health Service and the U.S. Atomic Energy Commission. Many professional conferences, group meetings and the educational activities of the Board have led to a growing recognition of the value of the radiological health program in this State. Plans are being developed for expanding the informational activities in radiological health, to keep pace with the increased interest in this field.

For several years past, State Board of Health personnel working with radiation protection have themselves had the benefit of a number of educational programs designed to increase their understanding of radiological health problems and their solution. Not only radiological health personnel, but also others of the Board of Health staff and other State agencies, have taken advantage of such courses as that which was recently given by Oregon State University under the sponsorship of the U.S. Atomic Energy Commission. State employees have attended certain of the courses of instruction provided at Oak Ridge Institute of Nuclear Studies and at the U.S. Public Health Service facilities in Las Vegas. Five of the members of the State Board of Health staff have attended the U.S. Atomic Energy Commission orientation course in Practices and Procedures of Licensing and Regulation.

In March 1961, a State Board of Health Radiation Emergency Monitoring Team was organized. The team consists of ten members of the Board of Health staff, most of whom have had formal training in use of radiation monitoring equipment and in radiation control procedures. There have been numerous organizational meetings and exercises of the team, but fortunately to date, no incidents have occurred within this State which required their services.

Radiation protection standards. In the adaptation of the suggested regulations of the Council of State Governments prepared with the technical assistance of the U.S. Public Health Service and the U.S. Atomic Energy Commission, care has been taken to preserve the original features of uniformity with regulations of the Atomic Energy Commission. The standards to be followed in Oregon are compatible with, or identical to those which have been adopted by other States in executing a regulatory agreement with the Atomic Energy Commission.

The exposure limits are identical with those which have been recommended by the Federal Radiation Council. Shielding and other protective features of X-ray installations must conform to those recommended in the National Board of Standards Handbook No. 76. There is complete conformity with the conventional requirements for surveys, health monitoring, posting, labeling, storage and radioactive waste disposal. Records and reports which will be required of licensees and registrants are almost identical with those in current use by other regulatory agencies. Provisions for packaging and shipment by common carriers of radioactive materials are, of course, in compliance with the regulations of the Interstate Commerce Commission, Federal Aviation Administra-

tion, Atomic Energy Commission, and the Coast Guard. Recognition of licenses issued by other authorized agencies will be on a uniformly reciprocal basis.

Operating procedures—Licensing and registration. A general or specific license will be required for the use of all radioactive materials except those which are exempt by law or regulation. Procedures and regulations for licensing will be essentially identical with those presently employed by the U.S. Atomic Energy Commission. The principal difference will be the requirement of licensing for the use of radium and other radioisotopes not produced in the utilization of special nuclear material. Licenses will be of the general and specific types, and exceptions will be similar to those provided under regulations of the AEC.

Registration of radiation machines will continue to be required.

Members of the Radiation Advisory Committee will be called upon for their opinions and advice as indicated prior to issuance of a license. Other consultants are also available to the Board as needed in carrying out the licensing program.

Inspection. A system of pre-licensing, post-licensing and follow-up inspections has been planned. Tentatively, the following frequency for follow-up inspection is contemplated:

Industrial radiography	Once each six months.
Waste disposal facilities	Once each six months.
Broad licenses (industrial and medical)	Once each six months.
Other specific licenses (industrial)	Once each twelve months.
Academic licenses	Once each twelve months.
Specific licenses (medical and hospital)	Once each twelve months.
Others	On a time available basis.

Pre-licensing inspections will be announced. Other inspections will usually be unannounced.

Details of the inspection will generally conform to the routine in use by Atomic Energy Commission inspectors. At the conclusion of each inspection, the inspector will confer with the licensee to discuss the results of the inspection, to present oral recommendations and suggestions, and to answer questions concerning the regulatory program. A comprehensive inspection report in writing will be sent to the State Health Officer through the Director of the Radiological Health Section. The report will mention violations, if any, and will include both the oral recommendations which have been made to the licensee and any additional recommendations considered appropriate. Licensees will be informed of the results of all inspections, both orally at the time of inspection and by letter from the Board.

Enforcement. Minor items of noncompliance will be handled by means of official letter notification and by follow-up inspection where indicated. Serious items of noncompliance will be required to be corrected within a specified time period based upon the extent of the hazard involved. The licensee will also be required to inform the Board in writing at the end of the specified time period as to corrective action he has taken. Follow-up inspections will be made to determine the fact of compliance.

The Oregon law provides adequately for steps which may be taken when users refuse access for inspection purposes. A representative of the Board may apply for immediate judicial action in any situation which presents a clearly existing danger to the health, safety, or security of the State or its citizens. The Board is also authorized to issue orders to control an emergency situation which threatens the public health or safety and the law requires all persons to whom the regulation or order applies to comply therewith immediately.

The Oregon law provides that the Board and its authorized representatives must give each person whose interests may be affected by an order or regulation an opportunity for a formal hearing. Orders of the Board are also subject to judicial review as provided by statute.

Organization and staffing. Effective February 2, 1965, the Radiological Health Program was separated from the Occupational Health Section and a new section—the Radiological Health Section—was established in the Division of Preventive Medical Services. This action is expected to result in facilitated handling of both the current business of the new section and the anticipated increase which, as experience elsewhere has shown, usually follows the establishment of a radioactive materials control program.

The present administrative and functional organization within the State Board of Health which deals with the radiological health program is shown graphically in the accompanying chart. Seven persons are occupied fulltime in the total program: In the Radiological Health Section proper, the Director, who is a specially qualified physician; two health physicists, one of whom is a state employee and the other a U.S. Public Health Service assignee; two radiation specialists; and one secretary; in the environmental surveillance program, there is one chief radiochemist and one assistant.

Other personnel of the Board staff are involved on a part-time basis, with administrative duties, additional clerical assistance, membership on the Departmental Radiation Committee, the Isotope Committee and the Emergency Monitoring Team, and in radiological health education activities.

[F.R. Doc. 65-3102; Filed, Mar. 25, 1965; 8:47 a.m.]

CIVIL AERONAUTICS BOARD

[Docket 15567 etc.]

COLUMBIA AND JEFFERSON CITY, MO., AREA

Airline Service Airport Investigation; Notice of Hearing

Notice is hereby given pursuant to the Federal Aviation Act of 1958, as amended, that a hearing in the above-entitled proceeding will commence on Tuesday, April 20, 1965, at 10 a.m. (local time), in the main hearing room of the Public Service Commission, Jefferson Building, Jefferson Street and Capitol Avenue, Jefferson City, Mo., before the undersigned.

Without limiting the scope of the issues to be considered, particular attention will be directed to the following matters:

1. Do the public convenience and necessity require the alteration, amendment, or modification of the certificate of Ozark Air Lines, Inc., for its route 107 in such manner as to require that Columbia and Jefferson City, Mo., be served through a single airport?

2. If it is determined that Columbia and Jefferson City should be served through a single airport, should such service be at an existing airport and, if so, which one, or should service be provided through a newly constructed area airline service airport?

3. If the public convenience and necessity require the alteration, amendment, or modification of the certificate of Ozark, to what extent would such alteration, amendment, or modification also require a change in the terms, conditions, and limitations of that certificate?

4. Do the public convenience and necessity require the amendment of the certificate of Braniff Airways, Inc., for route 26 so as to delete the intermediate point, Jefferson City, Mo., and condition 6 of the certificate?

For further details of the issues involved in this proceeding, interested persons are referred to the prehearing conference report served December 4, 1964, and other material in the docket of this proceeding on file in the Docket Section of the Civil Aeronautics Board.

Dated at Washington, D.C., March 22, 1965.

[SEAL] BARRON FREDRICKS,
Hearing Examiner.

[F.R. Doc. 65-3110; Filed, Mar. 25, 1965; 8:47 a.m.]

[Docket 14913]

LEP TRANSPORT INC.

Notice of Prehearing Conference

Application of Lep Transport Inc., for a permit to engage indirectly in foreign air transportation of property from New York and Chicago to a point or points in the United Kingdom, Eire, France, Federal Republic of Germany, Switzerland, and Italy.

Notice is hereby given that a prehearing conference in the above-entitled matter is assigned to be held on April 15, 1965, at 10 a.m., e.s.t., in Room 726, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before Examiner Edward T. Stodola.

Dated at Washington, D.C., March 23, 1965.

[SEAL] FRANCIS W. BROWN,
Chief Examiner.

[F.R. Doc. 65-3111; Filed, Mar. 25, 1965; 8:47 a.m.]

[Docket 15923]

WESTBOUND SPECIFIC COMMODITY RATES

Notice of Prehearing Conference

Notice is hereby given that a prehearing conference in the above-entitled

matter is assigned to be held on April 8, 1965, at 10 a.m., e.s.t., in Room 911, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before Examiner Milton H. Shapiro.

Dated at Washington, D.C., March 23, 1965.

[SEAL] FRANCIS W. BROWN,
Chief Examiner.

[F.R. Doc. 65-3112; Filed, Mar. 25, 1965; 8:47 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 15471; FCC 65M-347]

AMERICAN TELEPHONE & TELEGRAPH CO.

Order Continuing Hearing

In the matter of American Telephone & Telegraph Co., Docket No. 15471; charges for special construction over other than normal routes.

On the unopposed joint oral request of counsel for the Department of the Air Force and A.T. & T.: *It is ordered*, This 19th day of March 1965, (a) that the date for the distribution of the written testimony of the Air Force witnesses is extended from April 6 to May 11, 1965, and (b) the further hearing is rescheduled from April 20 to May 25, 1965.

Released: March 22, 1965.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 65-3101; Filed, Mar. 25, 1965; 8:47 a.m.]

[Docket Nos. 15485, 15486; FCC 65M-341]

DIRIGO BROADCASTING, INC., AND DOWNEAST TELEVISION, INC.

Order Continuing Prehearing Conference

In re applications of Dirigo Broadcasting, Inc., Bangor, Maine, Docket No. 15485, File No. BPCT-2911; Downeast Television, Inc., Bangor, Maine, Docket No. 15486, File No. BPCT-2952, for a construction permit for new television broadcast station.

The Hearing Examiner having under consideration a Joint Motion for Continuance filed March 19, 1965, by the above-styled applicants, requesting continuance of a hearing conference, presently scheduled for March 22, 1965, for the reason that there are pending before the Review Board certain pleadings relative to approval of agreement, dismissal of the Dirigo application and grant of the Downeast application; and

It appearing, that under the circumstances now existing, a grant of the Joint Motion would expedite this proceeding by affording opportunity for resolution by the Review Board of the pleadings now pending before it; and

It further appearing, that counsel for all parties have consented to the immediate consideration and grant of said Joint Motion, and that good cause has been shown therefor:

It is ordered, This 19th day of March 1965, that the above-said Joint Motion be and the same is hereby granted, and the hearing conference is rescheduled for April 16, 1965, at 2 p.m.

Released: March 22, 1965.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 65-3103; Filed, Mar. 25, 1965; 8:47 a.m.]

[Docket Nos. 15442, 15443; FCC 65M-344]

DUBUQUE BROADCASTING CO., AND TELEGRAPH-HERALD

Order Continuing Hearing

In re applications of Dubuque Broadcasting Co., Dubuque, Iowa, Docket No. 15442, File No. BPH-3920; Telegraph-Herald, Dubuque, Iowa, Docket No. 15443, File No. BPH-4288; for construction permits.

Here under consideration is a letter request for continuance filed by Telegraph-Herald on March 19, 1965; and

It appearing that the request contemplates continuance of hearing from March 22 to March 31, 1965; and

It further appearing that the requested continuance contemplates Telegraph-Herald moving to another channel thereby making hearing unnecessary; and

It further appearing that all parties to the proceeding have consented to both early consideration and grant of the subject request:

Accordingly, it is ordered, This 22d day of March 1965, that the letter request of Telegraph-Herald, filed March 19, 1965, is granted and hearing in this proceeding is continued from March 22, 1965, to 9 a.m., March 31, 1965.

Released: March 22, 1965.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 65-3104; Filed, Mar. 25, 1965; 8:47 a.m.]

[Docket Nos. 15778, 15779; FCC 65R-104]

PRINCESS ANNE BROADCASTING CORP., AND SOUTH NORFOLK BROADCASTING CO.

Memorandum Opinion and Order Amending Issues

In re applications of Princess Anne Broadcasting Corp., Virginia Beach, Va., Docket No. 15778, File No. BP-15058; Harold H. Hersch, Samuel J. Cole, L. W. Gregory, and William L. Forbes, doing business as South Norfolk Broadcasting Co., Chesapeake, Va., Docket No. 15779, File No. BP-15818; for construction permits.

1. The above-captioned mutually exclusive applications were designated for hearing by Commission order, FCC 65-12, January 8, 1965. The Board now has before it a motion filed February 15, 1965 by the Commission's Broadcast Bureau [1] to enlarge issues as follows:

To determine whether Virginia Beach constitutes a community within the meaning of § 73.30(a) of the Commission's rules.

To determine whether the Princess Anne proposal would provide coverage of Virginia Beach as required by § 73.188 (b) (1) and (2) of the rules, and, if not, whether circumstances exist which would warrant a waiver of the said section.

To determine whether the South Norfolk Broadcasting proposal would provide coverage to the city sought to be served, as required by § 73.188(b) (1) and (2) of the rules, and, if not, whether circumstances exist which would warrant a waiver of said section.

2. In support of its request, the Bureau states that certain matters which came to its attention during the first prehearing conference in the above-captioned proceeding warrant the addition of these issues. Particularly, the Bureau notes that since the applications were originally filed, certain changes in the corporate boundaries of the communities sought to be served have been effected. At the time its application was filed, Princess Anne Broadcasting Corp. sought to serve the City of Virginia Beach, an incorporated municipality located in Princess Anne County, with a 1960 population of 8,901. During the period that the application was pending, Princess Anne County and the City of Virginia Beach were combined into a single incorporated city. Princess Anne Broadcasting filed an amendment to its application, in which it noted the above-mentioned merger but indicated that its application was still for the old City of Virginia Beach. It noted further that, while it would provide the required signal strengths over the old City of Virginia Beach, it did not purport to, nor could it provide the required signal strengths to the newly incorporated city. At the prehearing conference, in response to the Bureau's questioning, Princess Anne Broadcasting stated that it was its intention to serve the newly incorporated city. With this state of the record, it is impossible to clearly ascertain precisely which community Princess Anne Broadcasting proposes to serve. Furthermore, if Princess Anne Broadcasting proposes to serve only the old City of Virginia Beach, a question arises as to whether this is now a community within the meaning of § 73.30(a). If, on the other hand, its proposal is to

[1] The additional pleadings filed are (1) Opposition of Applicant South Norfolk to That Part of the Broadcast Bureau's Motion To Enlarge Issues Respecting South Norfolk's Application and Comments on Other Aspects of the Motion, filed Mar. 1, 1965; and (2) Reply of Broadcast Bureau to Opposition Filed by South Norfolk Broadcasting Co., filed Mar. 10, 1965.

serve the newly incorporated city which includes within its boundaries all of the former City of Virginia Beach and all of Princess Anne County, there is a question as to whether it will be able to provide a signal of the strength required by the Commission's rules.

3. South Norfolk Broadcasting Co.'s (South Norfolk) application was for the City of South Norfolk in Norfolk County. While its application was pending, the County of Norfolk, including the City of South Norfolk, was absorbed by a new city known as the City of Chesapeake, Va. It was clear from South Norfolk's application that it would provide adequate coverage to the old City of South Norfolk. However, it is now uncertain whether it will be able to provide a signal of sufficient intensity to the new City of Chesapeake to meet the requirements of the rules and regulations. South Norfolk in its opposition has argued that its application does in fact meet the requirements of the rules and has attached an affidavit of its consulting engineer to this effect. However, it is clear that the 5.0 mv/m signal of South Norfolk's proposed station does not cover the entire corporate boundaries of the City of Chesapeake.[2]

4. The Bureau's showing does not warrant consideration of its petition which was not timely filed. The petition will therefore be dismissed. However, the matters raised by the pleadings pose questions of substance which must be resolved in the course of the hearing. The Board will therefore, on its own motion, enlarge the issues.

Accordingly, it is ordered, This 19th day of March 1965, that the Motion to Enlarge Issues filed by the Broadcast Bureau February 15, 1965, is dismissed, and on the Board's own motion, the issues in the above-captioned proceeding are enlarged as follows:

After Issue 2 as set forth in the Order designating the matter for hearing, insert a new Issue 3 to read as follows:

3. To determine whether South Norfolk Broadcasting Co.'s, proposal would provide coverage to the city sought to be served as required by § 73.188(b) (1) and (2) of the rules, and, if not, whether circumstances exist which would warrant a waiver of said section.

Renumber existing Issue 3 as Issue 4, and insert thereafter the following Issues 5 and 6:

5. To determine whether the old City of Virginia Beach now constitutes a community within the meaning of § 73.30(a) of the Commission's rules; and

6. To determine whether the Princess Anne Broadcasting Corp.'s, proposal would provide coverage for the city proposed to be served, as required by § 73.188(b) (1) and (2) of the rules, and, if not, whether circumstances exist which would warrant a waiver of said section;

and change the numbering of Issues 4 and 5 of the original Order of designation to Issues 7 and 8.

Released: March 23, 1965.

FEDERAL COMMUNICATIONS COMMISSION,[3]

[SEAL] BEN F. WAPLE, *Secretary.*

[F.R. Doc. 65-3105; Filed, Mar. 25, 1965; 8:47 a.m.]

[Docket No. 15888; FCC 65-216]

SELMA TELEVISION, INC. (WSLA-TV)

Memorandum Opinion and Order Designating Application for Hearing on Stated Issues

In re application of Selma Television, Inc. (WSLA-TV), Selma, Ala., Docket No. 15888, File No. BPCT-2827; for construction permit.

1. The Commission has before it for consideration the above-captioned application of Selma Television, Inc., permittee of Television Broadcast Station WSLA-TV, Channel 8, Selma, Ala., and various pleadings filed in connection therewith.[1] The applicant (hereinafter sometimes referred to as "WSLA") is authorized to operate from a site 4 miles southwest of Selma, Ala. (approximately 46 miles west of Montgomery, Ala.) with effective radiated visual power of 2.51 kw and antenna height above average terrain of 360 feet. By its application, applicant seeks authority to change the site of its transmitter to a point near West Blocton, Ala., 35 miles southwest of Birmingham, 68 miles northwest of Montgomery, and 45 miles generally north from its present site, increase effective radiated visual power to 316 kw, increase antenna height above average terrain to 2,000 feet, and make other changes in the facilities of Station WSLA-TV. Applicant originally filed its application on November 4, 1960, requesting authority to move its transmitter to a point near Gordonsville, Ala., 27.5 miles southeast of Selma, 26 miles southwest of Montgomery, and 30 miles generally southeast from its present site, increase effective radiated visual power to 316 kw and increase antenna height above average terrain to 1,393 feet. The Gordonsville site would have been the southern-most point of a triangle with Selma and Montgomery as the other points. That proposal was opposed by the two Montgomery, Ala., UHF television stations, Stations WCOV-TV, Channel 20, and WCCB-TV, Channel 32.[2] Thereafter, the applicant, on February 11, 1964, amended its application to specify substantially different facilities. Because of the character of the amendment which presented, in substance, a new and substantially different application, all of the interested parties filed new pleadings directed to the application as amended. Subsequently, on October 23, 1964, the applicant again amended its application, submitting alternative proposals for directional and non-directional operations. The applicant stated that it preferred the non-directional proposal, but that it was submitting the alternative directional proposal in order to eliminate incursion of its proposed Grade B contour into Montgomery, Ala., and thus obviate opposition from the Montgomery UHF stations. The alternative proposals involve no change in site, antenna height, or power (except in certain directions due to the directional proposal) from that specified in the amendment of February 11, 1964. Consequently, except to the extent that pleadings filed prior to February 11, 1964, may have been incorporated by reference into subsequent pleadings and are still applicable, they are moot and need not be considered in reaching our decision.[3]

2. In order to place our decision herein in proper perspective, we think that a brief résumé of the general situation in the central Alabama area with respect to television broadcast service may be appropriate. Channels 8 and 58 are the only television broadcast channels allocated to Selma, Ala., and the applicant is the only television station authorized and operating in Selma. The applicant proposes a network affiliation with ABC or CBS, but at the present time it does not have a network affiliation. Station WSLA-TV does, however, broadcast ABC network programming when the station is specifically requested by network advertisers (so-called "bonus"). Montgomery, Ala., is an intermixed market, with three operating UHF television stations and one operating VHF television station: Station WAIQ, Channel *26 (noncommercial educational); Station WCOV-TV (CBS), Channel 20; Station WKAB-TV (ABC), Channel 32; and Station WSFA-TV (NBC), Channel 12. There are four television broadcast stations authorized in Birmingham, Ala.: Station WAPI-TV (CBS and NBC), Channel 13; Station WBRC-TV (ABC and CBS), Channel 6; Station WBIQ, Channel *10 (noncommercial educational); and Station WBMG, Channel 42, which has not yet been constructed.[4] Additionally, there are two applicants presently in comparative hearing in Docket Nos. 15460-15461 for a construction permit for a new television station to operate on Channel 54, which is allocated to Bessemer, Ala., but one of the applicants has specified Homewood, Ala., as its principal community to be served and the other has specified Fairfield, Ala. Both of these proposed principal communities are suburbs of Birmingham and a

[2] South Norfolk filed a pleading entitled "Response to Broadcast Bureau Reply and Request for Review Consideration Thereof." In view of the Board's disposition of the Bureau's petition to enlarge the issues, South Norfolk's Response to the Bureau's Reply is dismissed as moot.

[1] The numerous pleadings filed in this matter are listed in the Appendix filed as part of original document.

[2] See Appendix, Footnote 2, filed as part of regional document.

[3] Board Member Nelson abstaining.

[3] See Footnote 2 of the Memorandum Opinion and Order in Springfield Telecasting Co., FCC 64-387, released May 4, 1964, Docket Nos. 15449-15450.

[4] WBMG has an application (BMPCT-6044) pending for modification of its construction permit to make certain changes in its authorized facilities. A grant of the application would result in a substantial expansion of WBMG's predicted Grade B contour.

grant of either may be expected to result in the delivery of a principal city signal over Birmingham. There are two commercial channels allocated to Tuscaloosa, Ala. (Channels 45 and 51), and there is an uncontested application pending for one of them with a promise of an application to be filed shortly for the other. Finally, two applications for a construction permit for a new television station to operate on Channel 70, the only television channel allocated to Anniston, Ala., were designated for comparative hearing by the Commission on February 7, 1965 (FCC 65–127, released February 19, 1965).

3. Operating with its presently authorized facilities, the applicant's predicted Grade B contour extends less than 25 miles from its transmitter site and falls no closer than 21 miles from Montgomery and substantially farther from Birmingham, Tuscaloosa, and Anniston. Under either proposal, the applicant would place a predicted principal city signal (77 dbu) over all of Birmingham and Tuscaloosa as well as Selma. The proposed Grade B contour of the non-directional proposal would extend not less than 77 miles from the transmitter site and would encompass all of Montgomery and would fall within 10 miles of Anniston. Operating with suppressed radiation in the direction of Montgomery, the applicant's proposed Grade B contour would fall just short of the city limits of Montgomery and would exclude Alexander City, a city of 13,140 persons, both of which would be embraced by the applicant's non-directional Grade B contour. On November 27, 1964, the Commission granted the application (BPCT–3322) of WCOV, Inc.[6] for a construction permit to increase effective radiated visual power and antenna height above average terrain. The effect of this grant is to increase Station WCOV–TV's Grade B coverage area and, consequently, the area of overlap between the applicant's proposed Grade B contours and Station WCOV–TV's predicted Grade B contour as authorized by the recent grant. It is to the introduction of the additional VHF television signal from the proposed operation of the Selma station that the petitioners object.

4. Applicant alleges that Station WSLA–TV has been operated consistently at a loss and that in 1963, its broadcast expenses exceeded its broadcast revenues by more than $20,000. The applicant states that the sole purpose of its application is to expand substantially its coverage area to include the populous areas to the north, around Birmingham and Tuscaloosa. Such an expansion is necessary, the applicant alleges, in order to increase its revenues and to permit it to survive. If it is unable to expand its coverage area, the applicant states that it will be unable to survive and its demise would mean the loss of Selma's only local television station. The applicant states that there is ample precedent for a grant of its proposal, citing St. Anthony Television Corp., FCC 64–330, 2 RR 2d 248; appeal pending before U.S.C.A., D.C. Circuit.

5. Each of the petitioners alleges standing in this proceeding as a "party in interest" within the meaning of section 309(d)(1) of the Communications Act of 1934, as amended, on the basis that the proposed operation would have a substantial adverse economic effect on each of the petitioners. Birmingham Television Corp. (WBMG), however, has not conconstructed its station and its standing is predicated upon the premise that if the Selma application were granted, WBMG could not undertake construction and operation of the station because financial failure would be certain. We think that it is clear, therefore that WBMG, Montgomery Independent Telecasters, Inc. (WKAB–TV) and WCOV, Inc. (WCOV–TV), have standing as "parties in interest" within the meaning of section 309(d)(1) of the Communications Act.[6]

6. As we have stated, the applicant, by its amendment of October 23, 1964, offered alternative proposals, one involving the use of a directional antenna to suppress radiation in the direction of Montgomery, Ala., and the other for non-directional operation. The applicant recognizes that these proposals are, on their face, conflicting and inconsistent and are therefore inconsistent with § 1.518 of the Commission's rules. The applicant has, accordingly, requested a waiver of the rules and has accompanied its request with a statement in an effort to justify a waiver. The applicant acknowledges that the opposition of the Montgomery UHF stations constitutes an obstacle to immediate grant of its application and in order to obviate this opposition and expedite Commission consideration of the application, the applicant has submitted its alternative directional proposal to demonstrate its willingness to compromise to achieve its expansion. In view of the unique situation presented in this matter, we are of the opinion that a waiver is warranted and that the Commission should have the opportunity to consider both proposals. The directional proposal would entail the use of a directive transmitting antenna providing a ratio of maximum to minimum radiation in the horizontal plane of 15 db. Section 73.685(e) of the Commission's rules limits the ratio to 10 db and the applicant has, accordingly, requested a waiver of this section of the rules. In view of our disposition of this matter, we believe that the applicant must justify its request for waiver of this section in the hearing which will be ordered. An appropriate issue will be specified with respect to whether circumstances exist which would warrant a waiver of § 73.685(e) of the rules.

7. The basic question presented in this matter is the impact, if any, which the proposed operation of Station WSLA–TV may have on the development of UHF television broadcasting in the area which the applicant proposes to serve. Station WKAB–TV provides the only ABC network Grade A service to much of the Montgomery, Ala., market. Its predecessor, WCCB–TV, failed financially after 11 months of operation and Station WKAB–TV resumed operations on March 12, 1964. Station WKAB–TV states that the incursion of the applicant's proposed Grade A signal into WKAB–TV's coverage area would seriously threaten the latter's ABC affiliation and, consequently, its survival. Similar fears with respect to its CBS affiliation are expressed by Station WCOV–TV, about 40 percent of the coverage area of which would be overlapped by the Grade B contour of the directional proposal of the Selma station.

8. On the basis of our experience with respect to the effect of the introduction of a new VHF television signal into the service areas of operating UHF television stations, and particularly in view of the burgeoning interest in the construction and operation of new UHF television stations in central Alabama, we cannot say that petitioners' fears are baseless. In Triangle Publications, Inc., 29 FCC 315, 17 RR 624, affirmed sub nom Triangle Publications, Inc. v. Federal Communications Commission, 110 U.S. App. D.C. 214, 291 F. 2d 324, 21 RR 2039, we said:

> The inescapable conclusion to be drawn from the record herein is that an existing UHF station will suffer losses in income following the introduction of a new or improved VHF signal into the market area of a UHF station. The same is true of our experience in general.[7]

The Commission there cited and reiterated its language in the Report and Order and Further Notice of Proposed Rule Making in Docket No. 11759 (Fresno Deintermixture Case, FCC 60–279, 19 RR 1581):

> If there is one circumstance which has been established beyond doubt in the manifold experience of UHF operators everywhere that they compete with VHF, it is that, for a complex of familiar reasons related to receiver conversion, advertising support, program availabilities and other related factors, UHF operations, however serviceable to the public, are subjected to competitive adversities which impose seemingly inescapable and substantial burdens upon the chances for financially successful operation of a UHF service in competition with an available VHF service.

While the Commission believes that the so-called "All-Channel Receiver Law"[8] will ultimately enable UHF television stations to achieve a more favorable competitive position vis-a-vis VHF stations, it does not appear that that time has yet come. In the matter now before us, we are not asked to consider a remote possibility that a UHF station competing with VHF stations may fail, but we are faced with a situation where one of the UHF stations in the intermixed market has already suffered financial failure and its successor has only recently returned to the air.

9. The applicant's reliance upon the St. Anthony case, supra, is misplaced. Entirely different considerations required a grant in that case, and, unlike here, we were not faced with the question of whether a grant would adversely affect

[6] See Appendix, Footnote 3, filed as part of original document.

[6] Federal Communications Commission v. Sanders Brothers Radio Station, 309 U.S. 470, 60 S. Ct. 693, 9 RR 2008.

[7] See also KTIV Television Co., FCC 64–212, 2 RR 2d 95.

[8] Section 330 of the Communications Act of 1934, as amended, implemented by § 15.65 of the Commission's rules.

the development of UHF television in the area. In the St. Anthony case, we concluded that "a move of an authorized VHF transmitter would have little adverse effect on the potential development of UHF, in view of the multiple VHF signals already in the market." The same cannot be said of the Birmingham-Montgomery-Tuscaloosa-Anniston markets. WKAB–TV has suggested that the Montgomery UHF stations can be protected from the encroachment of yet another VHF signal by requiring the applicant to suppress radiation in the direction of Montgomery. While we found such a solution appropriate on an interim basis in WHAS, Inc., FCC 64–604, 2 RR 2d 1073, we are here faced with a different situation in which such a solution would not appear to be entirely satisfactory. In the WHAS case, the problem involved UHF television stations in a single city, whereas in the matter now before us, we are required to consider the possible impact of a new VHF television signal on existing and proposed UHF television operations in several cities in a widely scattered area. For example, Birmingham lies to the northeast of the applicant's proposed site, Tuscaloosa lies to the northwest, and Montgomery lies to the southeast. Furthermore, since it is the avowed purpose of the applicant to expand its coverage area into the major cities such as Birmingham and Tuscaloosa, petitioner's suggestion would offer no solution to the problem. This conclusion is reinforced by the directional proposal of the applicant which, notwithstanding the fact that a predicted Grade B signal would not be placed into Montgomery itself, would nevertheless place a principal city signal over all of Birmingham and Tuscaloosa and the proposed Grade B contour would overlap nearly 40 percent of the Grade B coverage areas of the Montgomery UHF stations. Since WSLA's predicted Grade B contour presently overlaps less than 10 percent of the Grade B coverage areas of the Montgomery UHF stations, a grant of the application would more than quadruple the area of overlap. It is apparent, therefore, that the lack of a Grade B signal over Montgomery would not eliminate the problem of whether the UHF stations could survive the introduction of the proposed Grade B signal of the Selma station.

10. Petitioners allege that a grant of the application would virtually destroy the opportunity for further development of UHF television in central Alabama; the applicant alleges that a failure to grant the application would result in its ultimate demise and the consequent loss to Selma, Ala., of its only local television station. This, in essence, is the dilemma with which the Commission is faced. We are, however, unable to determine, on the basis of the pleadings and the facts now before us, whether a grant of the application would have an adverse effect upon the existing UHF television stations and the further development of UHF television in central Alabama, and, if so, whether it may be to an extent inconsistent with the public interest. Neither are we able to form a judgment, on the facts now before us, as to the possible effect on the continuation of local television service to Selma of a failure to grant the application. We think it is obvious that substantially more information will be required before we can draw any valid conclusions and determine whether a grant of the application would serve the public interest, convenience and necessity. The best tool available to us for this purpose is an evidentiary hearing in which the parties will have an opportunity to present all of the facts and circumstances necessary to enable us to reach a decision which will protect the public interest. We will, therefore, designate the application for hearing upon appropriate issues.

11. The petitioners have raised various other questions in this matter which we think require discussion. WBMG alleges that, operating as proposed, Station WSLA–TV would be a Birmingham station rather than a Selma station, in contravention of section 307(b) of the Communications Act; that the applicant has not shown that it has made any efforts to ascertain the programing needs and interests of the new area it proposes to serve; and that there is a site near Uniontown, Ala., from which the applicant could operate and render service far superior to that which it proposes. The applicant has stated that it proposes to remain a Selma station, that it will make no change in the location of its main studios, and will continue to be responsive to the programing needs and interests of Selma, and finally, that it will continue to deliver a principal city signal to all of Selma. Nevertheless, the applicant states that, in order to survive, it must expand its coverage into Birmingham and the populous areas to the north. We are led to believe that the applicant will depend upon these areas, primarily Birmingham, as the principal base for economic support. These circumstances raise a question as to whether the station would, in reality, be a Birmingham station rather than a Selma station. We think that an issue is warranted to determine whether a grant of the application would comport with section 307(b) of the Communications Act with respect to the "fair, efficient, and equitable distribution of radio service" among communities, and our scheme of television broadcast channel assignments embodied in § 73.606 of the Commission's rules. Triangle Publications, Inc., supra. The applicant states that it has surveyed many of the communities in the new area which it proposes to serve, that its principals are thoroughly familiar with Birmingham and its programing requirements, and that on the basis of these facts, it has formulated its proposed programing to accommodate the needs and interests of the new coverage area as it has determined them to be. These allegations, together with the fact that the applicant is an operating broadcast station in central Alabama, convinces us that a Suburban issue [9] is not warranted. Finally, the petitioner, WBMG, suggests that there is another site, near Uniontown, Ala., from which the applicant could operate and better serve the public interest, convenience and necessity than from that which the applicant proposes. The petitioner, however, has alleged no facts to show that a site is actually available in the suggested alternative area. There is no indication that a tower in the suggested alternative area could meet air safety requirements, that such a site would be accessible, nor that other factors such as zoning, geology, or terrain would permit the location of a transmitter in the area. More important, however, is the fact that the petitioner is, in essence, urging that we must order the applicant into hearing against a hypothetical alternative for which the applicant has not applied. Carried to its logical conclusion, such a policy could result in our requiring every applicant to defend its choice of transmitter site, tower height, power, perhaps even the frequency for which it has applied, against hypothetical alternatives. The adoption of such a policy could only result in introducing chaos into the Commission's processes and would impose upon the Commission an almost impossible burden. The Commission has consistently rejected consideration of hypothetical alternatives and we will, accordingly, reject such consideration in the matter now before us. WKYR, Inc., FCC 63–893, 1 RR 2d 314; Television Broadcasters, Inc., FCC 65–15, 4 RR 2d 119; TLB, Inc., FCC 65–103, released February 15, 1965.[10] In this connection, we also note that WCOV has offered several suggestions, in its latest opposition to a grant of the application, as to alternative courses of action which the applicant might pursue to achieve its objectives, including rule making proceedings to move Channel 8 into Birmingham. Whatever the merits of these suggestions, a petition to deny is not the proper vehicle by which to bring them to the Commission's attention.

12. Petitioner WCOV–TV has raised various questions pertaining to the applicant's estimates of operating expenses and anticipated revenues as related to its proposed number of spot announcements, increased number of broadcast hours, and increased size of staff; the adequacy of the staff proposed by the applicant; and whether the applicant has the requisite character qualifications to be a broacast licensee. Petitioner alleges that in February 1964 the applicant proposed to broadcast 73 hours per week, of which less than 6 hours would be local live programing and all of the local live would be commercial programing, but by its amendment in July 1964, the applicant has increased its total broadcast hours to 132½, of which more than 23 percent (30 hours) will be local live and 8.3 percent of the proposed local live will be sustaining programing. Despite these changes, petitioner states, the applicant has made no change in its estimate of $120,000 first-year operating expenses and $150,000 in first-year

[9] Patrick Henry et al. v. Federal Communications Commission, 112 U.S. App. D.C. 257, 302 F. 2d 191, 23 RR 2016.

[10] The above cases discuss the applicability of Wometco Enterprises, Inc. v. Federal Communications Commission, 114 U.S. App. D.C. 261, 314 F. 2d 266, and that discussion will not be repeated here.

revenues. Moreover, the petitioner points out that the applicant, in February 1964, proposed 492 commercial spot announcements per week, but in July 1964 it proposed to produce the same $150,000 in annual income with 715 commercial spot announcements. With respect to the staffing proposal, the applicant, in February 1964, proposed a staff of 14 employees plus additional employees as needed, and in July 1964 it proposed 26 employees plus others as needed, but there is no commensurate increase in anticipated annual operating expenses. There is nothing in the application or pleadings which will explain these apparent discrepancies. We think, however, that these are questions which may be considered by the Hearing Examiner, if properly brought before him on motion for an "Evansville" issue.[11] With respect to the adequacy of the staff proposed, however, the petitioner has alleged no facts to support its conclusion that the staff proposed would not be adequate to effectuate the type of operation proposed. In this respect, the petitioner has clearly not met the burden of making specific allegations of fact such as the Communications Act requires.

13. Petitioner WCOV–TV requests that an issue be specified to determine whether the applicant possesses the requisite character qualifications to be a broadcast licensee. The basis for this request is the allegation by the petitioner that in 1960 Station WSLA–TV rebroadcast programs of Television Broadcast Station WBRC–TV, Channel 6, Birmingham, Ala., without authority from that station. The applicant concedes that such rebroadcasts may have been made without authority from Station WBRC–TV, but it alleges that it had, since February 1960, authority from Station WBRC–TV to rebroadcast locally originated programs of that station, and that there has been no repetition of the errors. Station WBRC–TV has not complained about the unauthorized rebroadcasts and it appears that in the ensuing four years there has been no repetition of this conduct. Under these circumstances, we believe that the applicant's actions in this respect do not constitute a reflection on its character warranting an issue which could conceivably lead to its disqualification to be a broadcast licensee.

14. We have carefully considered all of the matters raised in the various pleadings and, except as indicated by the issues specified below, we find that the applicant is legally, financially, technically, and otherwise qualified to construct and operate as proposed and that, except as indicated in preceding paragraphs hereof, no substantial and material questions of fact have been raised by the pleadings. The Commission, however, is unable to make the statutory finding that a grant of the application would serve the public interest, convenience and necessity, and is of the opinion that the application must be designated for evidentiary hearing on the issues set forth below:

Accordingly, it is ordered, That, pursuant to section 309(e) of the Communications Act of 1934, as amended, the above-captioned application of Selma Television, Inc., is designated for hearing at a time and place to be specified in a subsequent Order, upon the following issues:

1. To determine whether a grant of the application would impair the ability of authorized and prospective UHF television broadcast stations in the area to compete effectively, or would jeopardize, in whole or in part, the continuation of existing UHF television service.

2. To determine whether a grant of the application would be consistent with the objectives of improving the opportunities for effective competition among a greater number of stations.

3. To determine whether a grant of the application would be consistent with the objective of promoting the future activation of UHF television broadcast stations in central Alabama.

4. To determine whether a grant of the application would be consistent with section 307(b) of the Communications Act, § 73.606 of the Commission's rules, and the principles upon which the assignment of television broadcast channels has been made by the Commission.

5. To determine, in connection with the proposal for a directive antenna to suppress radiation in the direction of Montgomery, Ala., whether circumstances exist which would warrant a waiver of § 73.685(e) of the Commission's rules.

6. To determine, in the light of the evidence adduced pursuant to the foregoing issues, whether a grant of the application would serve the public interest, convenience and necessity.

It is further ordered, That § 1.518 of the Commission's rules is hereby waived;

It is further ordered, That, to the extent indicated herein, the Petitions to Deny filed by Montgomery Independent Telecasters, Inc., Birmingham Television Corp., and WCOV, Inc., are granted, and in all other respects are denied.

It is further ordered, That Birmingham Television Corp., Montgomery Independent Telecasters, Inc., and WCOV, Inc., are made parties respondent in this proceeding.

It is further ordered, That the burden of proceeding with the introduction of evidence and the burden of proof with respect to Issues 1, 2, and 3 herein is hereby placed upon the parties respondent.

It is further ordered, That the issues in the above-captioned proceeding may be enlarged by the Examiner, on his own motion or upon petition properly filed by a party to the proceeding, and upon sufficient allegations of fact in support thereof, by the addition of the following issue:

To determine whether the funds available to the applicant will give reasonable assurance that the proposals set forth in the application will be effectuated.

It is further ordered, That, to avail themselves of the opportunity to be heard, the applicant and the parties respondent herein, pursuant to § 1.221(c) of the Commission's rules, in person or by attorney, shall, within twenty (20) days of the mailing of this Order, file with the Commission in triplicate a written appearance stating an intention to appear on the date set for the hearing and present evidence on the issues specified in this Order.

It is further ordered, That the applicant herein shall, pursuant to section 311(a)(2) of the Communications Act of 1934, as amended, and § 1.594(a) of the Commission's rules, give notice of the hearing within the time and in the manner prescribed in such rule, and shall advise the Commission of the publication of such notice as required by § 1.594(g) of the rules.

Adopted: March 17, 1965.

Released: March 22, 1965.

FEDERAL COMMUNICATIONS COMMISSION,[12]

[SEAL] BEN F. WAPLE, *Secretary.*

[F.R. Doc. 65–3106; Filed, Mar. 25, 1965; 8:47 a.m.]

[Docket Nos. 15584, 15585; FCC 65M–346]

VAUGHN-HANSSEN CO. AND CAPE CANAVERAL BROADCASTERS, INC.

Order Scheduling Prehearing Conference

In re applications of R. A. Vaughn and Thomas R. Hanssen doing business as Vaughn-Hanssen Co., not incorporated, Melbourne, Fla., Docket No. 15584, File No. BP–14921; Cape Canaveral Broadcasters, Inc., Eau Gallie, Fla., Docket No. 15585, File No. BP–15570; for construction permits.

The Hearing Examiner having for consideration his order released herein on January 25, 1965, placing this proceeding in indefinite continuance;

It appearing, that it is appropriate to ascertain whether the public interest would be better served by maintaining a status of indefinite continuance or by arranging a hearing schedule:

It is ordered, This 22d day of March 1965, that a further prehearing conference herein shall be convened on March 29, 1965, commencing at 9 a.m. in the offices of the Commission at Washington, D.C.

Released: March 22, 1965.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] BEN F. WAPLE, *Secretary.*

[F.R. Doc. 65–3108; Filed, Mar. 25, 1965; 8:47 a.m.]

GENERAL SERVICES ADMINISTRATION

NATURAL RUBBER HELD IN NATIONAL STOCKPILE

Proposed Disposition

Pursuant to the provisions of section 3(e) of the Strategic and Critical Materials Stock Piling Act, 50 U.S.C. 98b(e),

[11] South Central Broadcasting Corp., 9 RR 1035.

[12] Commissioners Hyde and Bartley dissenting; Commissioner Cox concurring in the result.

notice is hereby given of the proposed disposition of approximately 620,000 long tons of surplus natural rubber now held in the national stockpile.

The Office of Emergency Planning has made a revised determination pursuant to section 2(a) of the Strategic and Critical Materials Stock Piling Act, 50 U.S.C. 98a(a), of the quantity of natural rubber to be stockpiled. As a result of the revised determination, said quantity of rubber is no longer needed for stockpile purposes.

Since the revised determination was not by reason of obsolescence of natural rubber for use in time of war, this proposed disposition is being referred to the Congress for its express approval as required by section 3(e) of the Strategic and Critical Materials Stock Piling Act.

General Services Administration proposes to make said rubber available for transfer to other Government agencies, to offer the material for sale on a competitive basis or otherwise to dispose of it in the best interest of the Government, upon the express approval by the Congress of the proposed disposition, but not prior to the expiration of six months after the date of publication of this notice in the FEDERAL REGISTER. The entire quantity of rubber will be offered for sale over a period of six to seven years depending upon market conditions.

The plan and dates of disposition have been fixed with due regard to the protection of producers, processors, and consumers against avoidable disruption of their usual markets as well as the protection of the United States against avoidable loss.

Dated: March 15, 1965.

ROBERT T. GRIFFIN,
Acting Administrator of General Services.

[F.R. Doc. 65-3090; Filed, Mar. 25, 1965; 8:46 a.m.]

FEDERAL POWER COMMISSION

[Docket No. RI65-546 etc.]

BRADLEY PRODUCING CORP. ET AL.

Order Providing for Hearings on and Suspension of Proposed Changes in Rates [1]

MARCH 18, 1965.

The Respondents named herein have filed proposed increased rates and charges of currently effective rate schedules for sales of natural gas under Commission jurisdiction, as set forth in Appendix A below.

The proposed changed rates and charges may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is in the public interest and consistent with the Natural Gas Act that the Commission enter upon hearings regarding the lawfulness of the proposed changes, and that the supplements herein be suspended and their use be deferred as ordered below.

The Commission orders:

(A) Under the Natural Gas Act, particularly sections 4 and 15, the regulations pertaining thereto (18 CFR Ch. I), and the Commission's rules of practice and procedure, public hearings shall be held concerning the lawfulness of the proposed changes.

(B) Pending hearings and decisions thereon, the rate supplements herein are suspended and their use deferred until date shown in the "Date Suspended Until" column, and thereafter until made effective as prescribed by the Natural Gas Act.

(C) Until otherwise ordered by the Commission, neither the suspended supplements, nor the rate schedules sought to be altered, shall be changed until disposition of these proceedings or expiration of the suspension period.

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37(f)) on or before May 5, 1965.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

APPENDIX A

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until—	Cents per Mcf: Rate in effect	Cents per Mcf: Proposed increased rate	Rate in effect subject to refund in Docket Nos.
RI65-546	The Bradley Producing Corp., 313 North Main St., Wellsville, N.Y., 14895.	1	9	Natural Gas Pipeline Co. of America (Camrick Field, Beaver County, Okla.) (Panhandle Area).	$298	2-23-65	[2] 5-10-65	10-10-65	[3] 17.6	[3] [4] 17.8	RI64-648.
	The Bradley Producing Corp.	2	9	do	15	2-23-65	[5] 3-26-65	8-26-65	[3] 17.6	[3] [4] 17.8	RI64-648.
	Do	3	9	do	6	2-23-65	[5] 3-26-65	8-26-65	[3] 17.6	[3] [4] 17.8	RI64-648.
RI65-547	Gulf Oil Corp., Post Office Box 1589, Tulsa, Okla., 74102.	262	3	Natural Gas Pipeline Co. of America (N. W. Dower Gas Pool, Beaver County, Okla.) (Panhandle Area).	256	2-23-65	[5] 3-26-65	8-26-65	[6] 17.0	[4] [7] 17.8	
RI65-548	J. C. Trahan Drilling Contractor, Inc. (Operator), et al., 2625 Line Ave., Shreveport, La.	9	3	United Gas Pipe Line Co., (Simsboro Field, Lincoln Parish, North Louisiana).	14,255	2-23-65	[2] 3-26-65	8-26-65	[3] 18.75	[3] [8] 21.75	
RI65-549	Cabot Corp. (SW), Post Office Box 1101, Pampa, Tex.	48	1	Cities Service Gas Co. (Hugoton Field, Seward County, Kans.).	360	2-24-65	[2] 4-8-65	9-8-65	[3] 16.0	[3] [4] 17.0	
RI65-550	Mineral Mining Co., Suite 600, 110 East Wisconsin Ave., Milwaukee, Wis.	1	4	Cities Service Gas Co. (Eureka Field, Grant and Alfalfa Counties, Okla.) (Oklahoma "Other" Area).	6,427	2-25-65	[6] 3-28-65	8-28-65	[3] 13.0	[3] [4] 14.0	G-20437.
	Mineral Mining Co.	3	2	Cities Service Gas Co. (Medford Field, Grant County, Okla.) (Oklahoma "Other" Area).	1,064	2-25-65	[6] 3-28-65	8-28-65	[3] 13.0	[3] [4] 14.0	G-20437.
RI65-551	J. C. Trahan, Drilling Contractor, Inc., et al., 2625 Line Ave., Shreveport, La.	26	4	Trunkline Gas Co. (Cage Ranch Field, Brooks County, Tex.) (R.R. District No. 4).	1,523	2-23-65	[2] 3-26-65	8-26-65	[3] [9] 13.25	[3] [4] [9] [10] 14.25	

[2] The stated effective date is the effective date requested by Respondent.
[3] Periodic rate increase.
[4] Pressure base is 14.65 p.s.i.a.
[5] Subject to a downward B.t.u. adjustment.
[6] The stated effective date is the first day after expiration of the required statutory notice.
[7] Four-step periodic rate increase.
[8] Initial certificated rate.
[9] Includes 1.75 cents per Mcf tax reimbursement.
[10] Includes 0.25 cent per Mcf dehydration allowance paid by purchaser to producer for delivery of dehydrated gas.

The Bradley Producing Corp. (Supplement No. 9 to Bradley's FPC Gas Rate Schedule Nos. 2 and 3, respectively), and Gulf Oil Corp., request an effective date of March 21, 1965, for their proposed rate increases. Mineral Mining Co. requests a retroactive effective date of January 1, 1965, for its proposed rate filings. Good cause has not been shown for waiving the 30-day notice requirement provided in section 4(d) of the Natural Gas Act to permit an earlier effective date for the aforementioned producers' rate filings and such requests are denied.

All of the proposed increased rates and charges exceed the applicable area price levels for increased rates as set forth in the Commission's Statement of General Policy No. 61-1, as amended (18 CFR, Ch. I, Pt. 2, Sec. 2.56).

[1] Does not consolidate for hearing or dispose of the several matters herein.

[F.R. Doc. 65-3050; Filed, Mar. 25, 1965; 8:45 a.m.]

OFFICE OF THE SPECIAL REPRESENTATIVE FOR TRADE NEGOTIATIONS

[TSUS 922.01–.05]

COTTON TYPEWRITER-RIBBON CLOTH

Disposition of Tariff Commission Report Concerning Escape-Clause Action

MARCH 25, 1965.

On March 23, 1965, pursuant to the recommendation of the Acting Special Representative for Trade Negotiations, the President decided to take no further action at this time with respect to the escape-clause action on cotton typewriter-ribbon cloth (TSUS 922.01–.05).

The President's decision was based on a report of the Tariff Commission made pursuant to section 351(d)(1) of the Trade Expansion Act of 1962 (29 F.R. 13415). This section calls for an annual review by the Tariff Commission of developments with respect to an industry subject to an escape-clause action.

(Sec. 3(a) of E.O. 11075, as amended; 48 CFR 1.3(a))

WILLIAM M. ROTH,
Acting Special Representative for Trade Negotiations.

[F.R. Doc. 65–3170; Filed, Mar. 25, 1965; 10:37 a.m.]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATIONS FOR RELIEF

MARCH 23, 1965.

Protests to the granting of an application must be prepared in accordance with Rule 1.40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 39639—*Lumber and related articles to points in Iowa.* Filed by Southwestern Freight Bureau, agent (No. B–8707), for interested rail carriers. Rates on lumber and related articles, in carloads, from points in southwestern territory, to points in Iowa on the Waterloo Railroad.

Grounds for relief—Carrier competition.

Tariff—Supplement 175 to Southwestern Freight Bureau, agent, tariff I.C.C. 4262.

FSA No. 39640—*Joint motor-rail rates—Middlewest Motor Freight.* Filed by Middlewest Motor Freight Bureau, agent (No. 355), for interested carriers. Rates on various commodities moving on class and commodity rates over joint routes of applicant rail and motor carriers, between points in central states territory, on the one hand, and points in middlewest and southwestern territories, also points in Canada, on the other.

Grounds for relief—Motor-truck competition.

Tariff—Supplement 38 to Middlewest Motor Freight Bureau, agent, tariff MF–I.C.C. 417.

FSA No. 39641—*Joint motor-rail rates—Middlewest Motor Freight.* Filed by Middlewest Motor Freight Bureau, agent (No. 356), for interested carriers. Rates on various commodities moving on class and commodity rates over joint routes of applicant rail and motor carriers, between points in central states territory, on the one hand, and points in middlewest and southwestern territories, also points in Canada, on the other.

Grounds for relief—Motor-truck competition.

Tariff—Supplement 38 to Middlewest Motor Freight Bureau, agent, tariff MF–I.C.C. 417.

FSA No. 39642—*Freight loaded in containers—Seatrain Lines, Inc.* Filed by Seatrain Lines, Inc. (No. 33), for and on behalf of itself and interested carriers. Rates on property moving on class rates loaded in containers and moving over joint routes of applicant motor and rail carriers and Seatrain Lines, Inc., between points in Louisiana and Texas, on the one hand, and points in Delaware, District of Columbia, Maryland, New Jersey, New York, Pennsylvania, and Virginia, on the other.

Grounds for relief—Motor-water-motor and motor-water-rail competition.

Tariff—Supplement 28 to Seatrain Lines, Inc., tariff I.C.C. 199.

By the Commission.

[SEAL] BERTHA F. ARMES,
Acting Secretary.

[F.R. Doc. 65–3095; Filed, Mar. 25, 1965; 8:46 a.m.]

[Notice 1145]

MOTOR CARRIER TRANSFER PROCEEDINGS

MARCH 23, 1965.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC–FC–67467. By order of March 18, 1965, the Transfer Board approved the transfer to Ternay, Inc., Carteret, N.J., of the operating rights in Corrected Permit No. MC–44119, issued July 3, 1941, to J. & T. Ternay, Inc., Rahway, N.J., authorizing the transportation, over irregular routes, of poles, piling, and cross-arms, between points in New Jersey, on the one hand, and, on the other, points in that part of New Jersey, New York, and Pennsylvania, within 100 miles of Rahway, N.J. Susan N. Markson, Two Two Four East Broad, Westfield, N.J., attorney for applicants.

No. MC–FC–67558. By order of March 17, 1965, the Transfer Board approved the transfer to Sarlon Coach Lines Limited, Sarnia, Ontario, Canada, of the operating rights issued by the Commission November 1, 1963, under Certificate No. MC–124764, to Douglas Laight, doing business as Sarlon Coach Lines, Sarnia, Ontario, Canada, authorizing the transportation, over irregular routes, of passengers and their baggage, in round-trip charter operations, beginning and ending at ports of entry on or adjacent to the United States-Canada boundary line in Michigan, and extending to points in Michigan. Wilhelmina Boersma, 2850 Penobscot Building, Detroit, Mich., 48226, attorney for applicants.

No. MC–FC–67562. By order of March 17, 1965, the Transfer Board approved the transfer to Abbott Transfer Line, Inc., La Grange, Ky., of Certificates Nos. MC–58156 (Sub-No. 2), MC–58156 (Sub-No. 3), MC–58156 (Sub-No. 4), and MC–58156 (Sub-No. 5), issued January 8, 1960, July 3, 1963, January 10, 1964, and December 12, 1963, respectively, in the name of Howard Abbott, doing business as Abbott Transfer Line, La Grange, Ky., authorizing the transportation, over regular routes, of general commodities, excluding household goods, but including commodities in bulk, between Eminence, Ky., and Louisville, Ky., serving all intermediate points except those on U.S. Highway 60; and the off-route points of Franklinton, Elmburg, Defoe, Pleasureville, North Pleasureville, Bethlehem, and Lockport, Ky.; between Cincinnati, Ohio, and Eminence, Ky.; and between Eminence, Ky., and Louisville, Ky., serving all intermediate points; and general commodities, excluding household goods and commodities in bulk, between Cincinnati, Ohio, on the one hand, and, on the other, La Grange and Eminence, Ky. The latter authority holds a restriction. Harry McChesney, McClure Building, Frankfort, Ky., representative for applicants.

No. MC–FC–67593. By order of March 19, 1965, the Transfer Board approved the transfer to Vernon J. Cramer, Massena, Iowa, of the operating rights issued by the Commission January 28, 1963, under Certificate No. MC–65650 to Harold Queck, Fontanelle, Iowa, authorizing the transportation, over regular routes of livestock and grain, from Bridgewater, Iowa, to Omaha, Nebr., serving intermediate and off-route points within 15 miles of Bridgewater; and livestock, feed, grain, building materials, and farm machinery, from Omaha, Nebr., to Bridgewater, Iowa, serving intermediate and off-route points within 15 miles of Bridgewater. J. E. Don Carlos, 113 West Iowa Street, Greenfield, Iowa, attorney for applicants.

[SEAL] BERTHA F. ARMES,
Acting Secretary.

[F.R. Doc. 65–3096; Filed, Mar. 25, 1965; 8:46 a.m.]

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